

GRAIN DEALERS' JOURNAL

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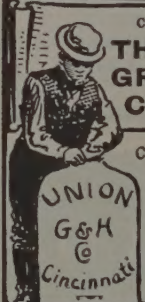
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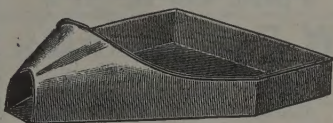
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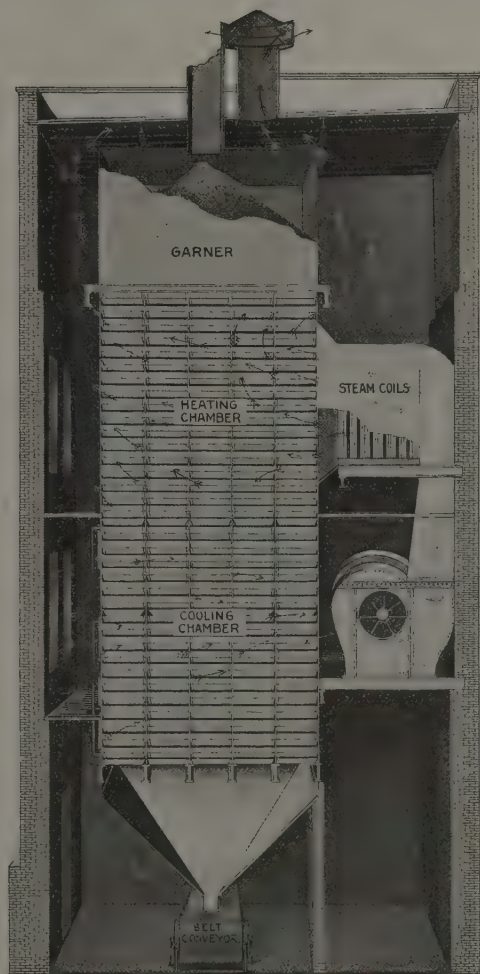
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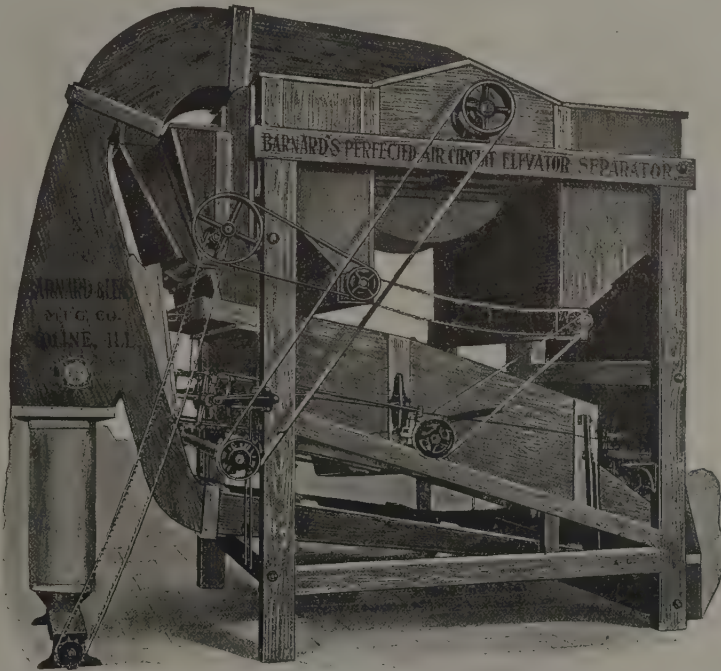
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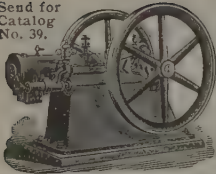
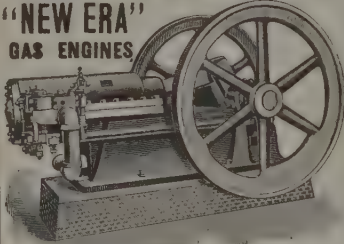
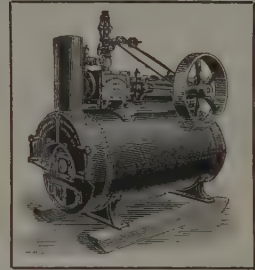
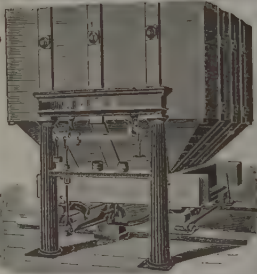
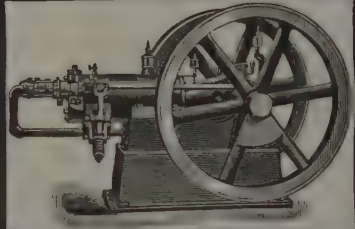
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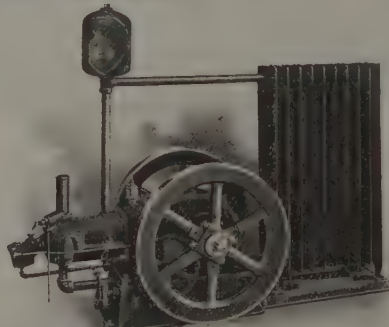
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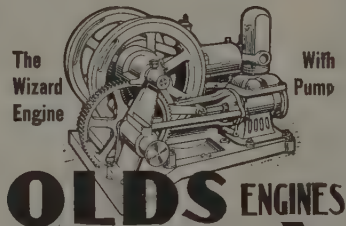
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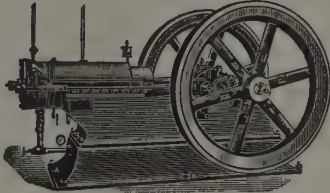
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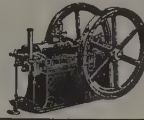
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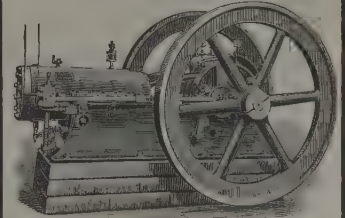
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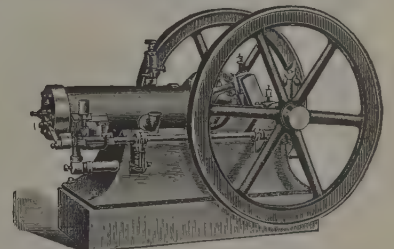
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The durability of the "Otto" is one of its strongest points. There are fully 200 "Otto" engines in the city of Philadelphia alone that have been in constant use for over twenty years and still doing honest service;—indisputable evidence of correct design, fine materials and accurate workmanship. The life of the average cheap engine in daily use is but five years. Yet the "Otto" costs but little more than the cheap kind.



OTTO GAS ENGINE WORKS, Phila., Pa.
STANDARD OF THE WORLD

CALLAHAN GASOLINE ENGINES

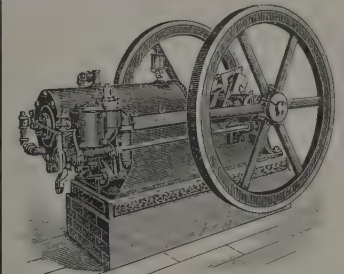


Grain Elevator Machinery and Supplies

C. D. Holbrook & Co.

MINNEAPOLIS, : : MINN.

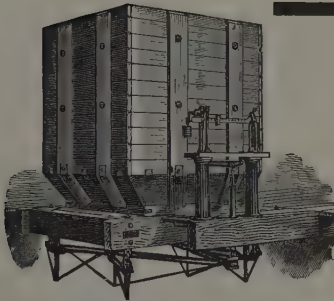
THE "LAMBERT" GAS and GASOLINE ENGINES



We have something of special value to offer elevator men and grain dealers on any size Gasoline Engine they may be in need of. Our 14 years continuous experience in building the "Lambert" enables us to offer you a high standard engine that for strength, running qualities and price has few, if any, equals. It will pay you to get our catalog and prices before buying. We mean what we say. Write us.

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Is a practical hand book of questions and answers on difficult problems, which may arise in the care and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.

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GRAIN DEALERS JOURNAL,

255 La Salle St., Chicago, Ill.



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A Cyclone Dust Collector

separates perfectly all dust laden air and delivers the dust to your boiler. Clean elevators get a lower rate of insurance.

You are burning money if you don't have a Cyclone.

The KNICKERBOCKER CO.
Jackson, Mich.

Will ship you one on 30 days trial

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B. S. CONSTANT Co., Bloomington, Ill.

Gentlemen:-
Having tried your No. 4 U. S. Corn Sheller and tested it thoroughly, must say it will surprise any grain man as to its make-up and what it will do.

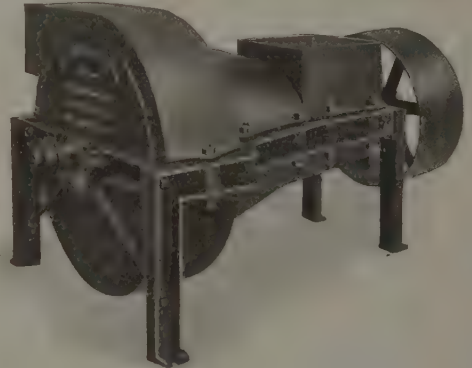
It does not crack the grain any more than the other makes so universally used; I hardly think as much.

It runs easily and will shell more according to its size. All iron; no hopping; small space it occupies—interchangeable concaves, and the fact that every piece is bolted from the outside makes it a very desirable machine.

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I certainly recommend this sheller to any one who wants a good machine; one that will free your mind from the worry common to the older ones. Yours with best wishes for the U. S.

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With a fall of 30 feet you can put 30,000 pounds of oats in a car in five minutes. Can be operated entirely from outside of car. Can be hinged to a wooden spout and is always ready to swing into a car. The grain can be thrown to any part of the car, thus loading uniformly without extra trimmers.

This spout is made of iron and is iron lined. The linings are so constructed that they can be removed and new linings put in place, thus making it good as new, and at a small cost.



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This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

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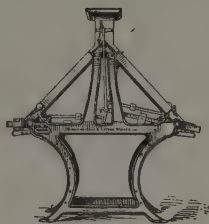
Sales, Shipments and Returns Book

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½x16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

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THIS SCALE

Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

They are: Simple, because they are not complicated or intricate. Cheap, because they are simple. Durable, because they are built that way. Fast, because the flow of material is never checked. Accurate, because they are adjusted, balanced and graduated with U. S. Standard Test Weights.

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Accurate Net Weights
Five Sacks per Minute

SMITH & SMITH, Selling Agents
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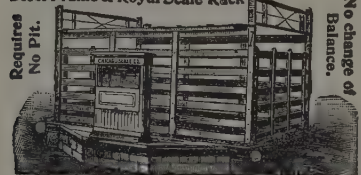
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This scale book contains 100 pages 8x11 1/2 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighted, Date, Gross, Tare and Net pounds, Net....bushels....pounds, Price, Dollars and Fees.

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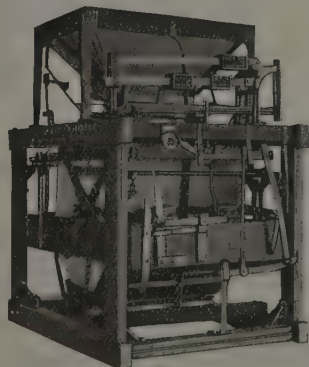
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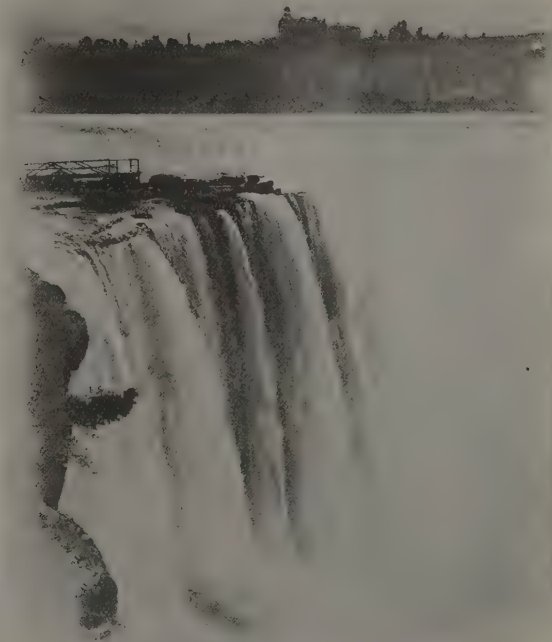
Automatic Scales



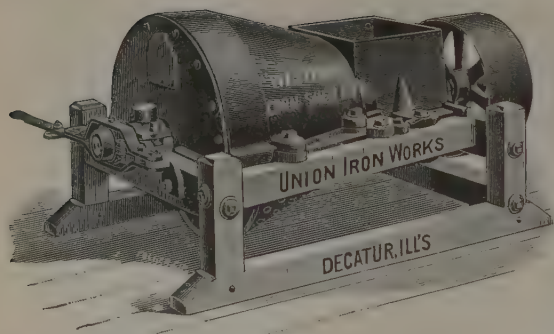
for weighing grain
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Prices reasonable.
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THE "WESTERN" CORN SHELLER

is especially adapted for country elevator work, requires a small amount of power, shells well; you get clean cobs and no broken kernels. The best time to put in a sheller is when you are building or improving.

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Manufacturers of the justly celebrated

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Corn Shellers, Corn Cleaners, Elevator Heads and Boots,
Pulleys, Boxes, Shafting, etc.

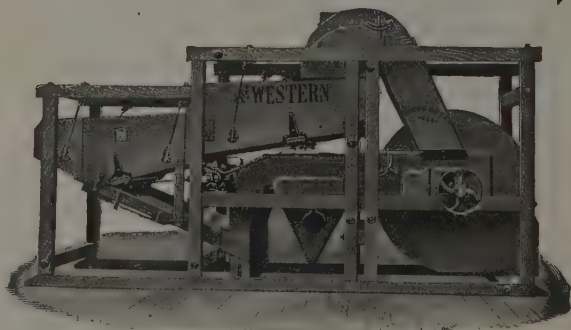
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The "Western" Shaker Cleaner

gives you perfectly cleaned corn, removes all small cob ends and pieces of cob. It does the work thoroughly in one operation.

**Western Cleaned Corn
Always Grades Well**

"Western" Shaker Cleaner
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Built with hoppers bottoms, gravel roof, no wood and guaranteed.

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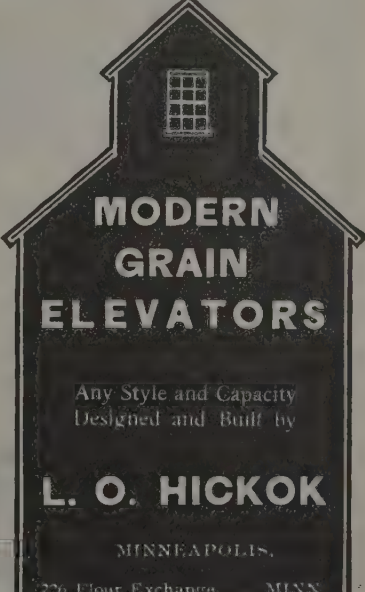
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Bushels Capacity
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This Steel Elevator and Tile Grain Storage

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JOSEPH SCHLITZ BREWING CO.

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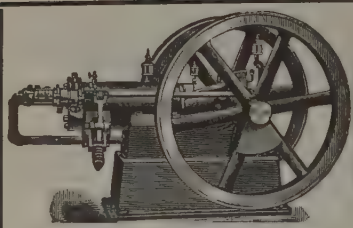
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Complete Equipments for Grain
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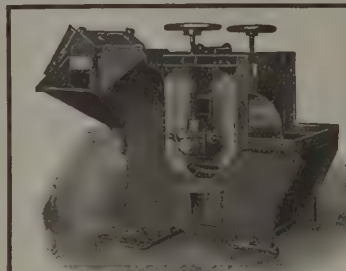
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Easy to operate.
Durable. Safe.
Cheap as a stairway.

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Sole Manufacturers
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NON-CHOKING.

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small cost.

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**Modern
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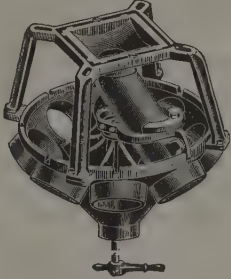
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In fact everything for the Complete Equip-
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THE HALL SIGNALING DISTRIBUTOR



6-inch, 8 ducts.

NON-MIXING.

You may buy all kinds of machinery for distributing your grain as it is elevated, but you'll never buy right until you have purchased

THE HALL SIGNALING DISTRIBUTOR.

Why? Because all others mix grain in distribution. The Hall not only prevents grain being mixed, but signals you automatically when a bin is full, prevents choking of the back leg and fills the bins to their full capacity, and all without worry or drudgery.

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Rubber Belting

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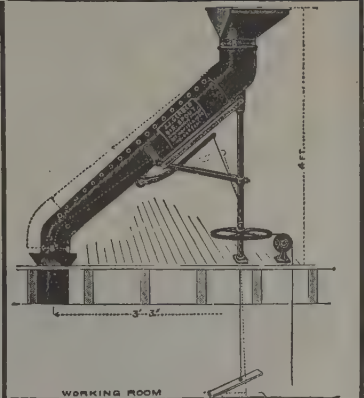
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prevents mixing of grain. It is a labor and time saver being operated from either working floor or office.

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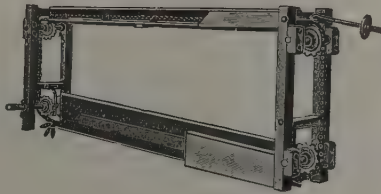
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Improved Chain Drag Feeder Best Made

Suits all Locations

No Wastage or Mixing Grain

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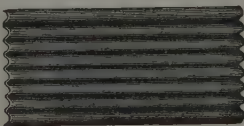
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MACHINERY AND SUPPLIES, CORN SHELLERS,
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We Are Large Manufacturers of
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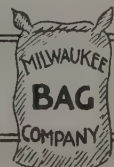


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Finest Quality, Best Workmanship and Lowest Prices
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The "CLIPPER" CLEANERS have no near neighbors. That they are the best Cleaners on the market is conceded by all experienced users.

The machine shown in this cut is especially adapted to cleaning seed and small grains and is one of the most popular cleaners that we manufacture. It is equipped with traveling Brushes, one for each Screen—upper and lower. These brushes keep the screens from clogging without personal attention, insure

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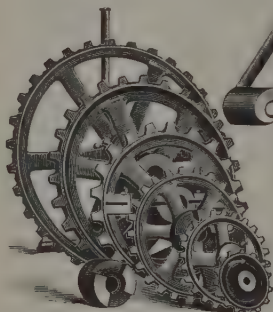
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It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/4 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

FOR SALE BY

Grain Dealers Company,

255 La Salle St. CHICAGO, ILL.

GRAIN RECEIVING LEDGER FORM 43

Is designed for use by grain buyers who keep individual accounts and is ruled for facts regarding wagon loads received from farmers. Each book contains 200 pages and each page is ruled for records of 42 wagon loads. The pages are numbered and a good index is bound in front part of book. Each page can be used for one or more accounts as desired.

The pages are 8 1/4 x 13 3/4 inches and ruled with column headings as follows: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks. The paper used is heavy linen ledger, bound in heavy cloth half Russia.

Price \$2.00

Grain Dealers Company

255 La Salle Street CHICAGO, ILL.

Shippers' Record Book No. 20.

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$1.75. Address

GRAIN DEALERS COMPANY, 255 LA SALLE ST., CHICAGO, ILL.

Your New Elevator

Is not complete unless its equipment includes a

New Process CORN SHELLER and CORN CLEANER

When building and improving is the best and cheapest time to install them.

This is the machine to use if you want clean corn; corn that will grade and bring the top of the market every time. One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. This cleaner should be used in connection with our New Process Corn Sheller, then you have a combination that can't be beat.



This Sheller gets all the Corn off the Cob without breaking or cracking the kernels.



BLOMGREN BROS. & CO.

It is made especially for elevator work, with capacities ranging from 300 to 1500 bushels per hour. It is the ideal sheller to use. Occupies small space. The best results are obtained, when sheller is to take ear corn direct from pit, by making the pit bottom hopped from three sides toward a vertical side next to sheller with a large gate in the vertical side so the ear corn can flow out through same into the receiving hopper of the sheller.

If you are building a new ELEVATOR or are in need of machinery and supplies for your old one, we can save you money.

Get our catalog describing full line of New Process Corn Shellers and Cleaners for elevators and warehouses.

MARSEILLES MFG. CO.,
Marseilles, Ills.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE; if you mean business, write for my list. Aaron Smick, Decatur, Ill.

TWO ELEVATORS for sale. Large territory. Price, \$4,500. Address Lock Box 121, Menlo, Iowa.

I WILL sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

TWO UP-TO-DATE ELEVATORS with lumber and coal yards in connection for sale. Address Box 173, Sioux Falls, S. D.

ELEVATOR FOR SALE at Burchard, Neb. Almost new, capacity 17,000 bu., hopper scales. Cheap. Address B. Evans, 105 Board of Trade, Kansas City, Mo.

FOR SALE—50,000 cribbed elevator in western Iowa. Large territory, doing a good business. Address M. C. W. Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—I have several very desirable elevators in my hands for sale. For particulars call on or address, E. B. McComb, 21 Board of Trade, Indianapolis, Indiana.

FOR SALE, a line of eight elevators in Southern Minnesota and Northern Iowa; will pay good money on the investment. Aaron Smick, Mill & Elevator Broker, Decatur, Ill.

NEW IOWA ELEVATOR in good corn and oats country for sale; capacity 16,000 bushels; good business town. Address Bargain, Box 8, Grain Dealers Journal, Chicago, Ill.

LINE OF THREE ELEVATORS in central Iowa on C. M. & St. P. Ry. for sale. Good territory and good business. Reason for selling other business. Address N. S. Beale, Tama, Ia.

GRAIN AND LUMBER business for sale. In central Iowa. A bargain if taken within thirty days. Will sell separate or combined. Address J. O. F. Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, GRAIN AND COAL business for sale at one of the best stations in Central Illinois on Wabash Railroad; ideal location, good town, good schools, good churches; 600,000 bu. station. Address Post, Box 8, Grain Dealers Journal, Chicago, Ill.

FIRST CLASS, modern, cleaning, grading and transfer elevator. Track and hopper scales, power shovel, automatic loader, best of grading and cleaning machinery; fine location. Good reasons for selling, at "snap" price if sold soon. Address W. C. Hayward, Davenport, Iowa.

FOR SALE—12,000 bu. elevator in Chicago Junction, Ohio, a town of 4,000, only elevator in the place. A splendid coal yard in connection and feed business. Consideration \$5,500. This will bear investigation. Address C. M. H. Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

ELEVATOR AND LUMBER business for sale at a reasonable price. A fine opportunity to right party. For particulars address M. B., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A first class elevator well equipped and located in a town of 6,000 in S. W. Iowa. A fine territory. Owner now engaged in banking business, and desires to dispose of elevator. Address M. C. Struble, Wellman, Iowa.

GOOD ELEVATOR for sale; 20,000 bu. cribbed; doing good business; will handle 85,000 to 90,000 bushels this year. Good coal business; all located in Central Iowa. For particulars address L. D., Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in southwestern Ohio on main line "Great Central Route." Town 12,000 inhabitants. Doing good business. 500 bu. hopper scale. 15 H. P. gasoline engine. Splendid opportunity. Address Frank Schmitt, Box 154, Middletown, Ohio.

TWO NEW IOWA Elevators in adjacent towns in good corn and oat country for sale; capacity of each 25,000 bushels; equipped with sheller, cleaners and 15-h.p. gasoline engines. Reason for selling, going out of business. Address C. D. S., Box 8, Grain Dealers Journal, Chicago, Ill.

GOOD ELEVATOR in central Ohio for sale. Cribbed construction, 12,000 bu. capacity, 22 H. P. gasoline engine, hopper, wagon and platform scales. In splendid farming country. Good wheat, corn, oats and hay point. Only elevator in town. Only reason for selling is physical infirmity. Address Lock Box 327, Marion, Ohio.

ELEVATOR, SEED and flour business, Big 4, good small Indiana town, good schools and churches. Capacity 30,000 bu. outside cribs 20,000, average year 225,000 to 275,000 corn and oats, some wheat. Price \$15,000. Cash. Not being hawked on the market but worth the money. Address Tel, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATOR FOR SALE or rent, 35,000 bushels capacity, gasoline engine power, Monitor cleaner and feed grinder, doing first class business in grain, hay, flour, feed, seeds etc. in village of 600 people and in good farming country. Have also good hardware business in connection. Will rent or sell all together or separate as desired. Address Lock Box No. 1, Lena, Wis.

NEW ELEVATOR FOR SALE in Central Ohio. Modern and up to date in every respect, most complete plant in interior Ohio. Capacity, bins cribbed, 50,000 bu. Ear corn 8,000 bu. Mill feed 50 tons, flour storage 1,000 bbls. Thoroughly equipped with machinery including a complete corn meal outfit. In one of the best grain sections of the state. Shipping facilities unexcelled with the advantage of five railroads. Doing a good grain business, wholesale flour (1,000 bbls. per month), coal and retail trade. Good for \$4,000.00 to \$5,000.00 net profits per year. Best of reasons for selling. For further particulars, address Snap, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS FOR SALE.

ELEVATOR AND COAL business for sale. Cheap if sold soon. Charles F. Lambert, Orestes, Ind.

THREE ELEVATORS in central Iowa for sale. For particulars write Box 314, Luverne, Minn.

ELEVATOR FOR SALE, nearly new, 12,000 bushels capacity. Good opportunity. A. C. Bohrnstedt, Cadott, Wis.

ELEVATOR for sale in good town in Iowa, on railroad. Well equipped, everything needed to handle seed and grain. Write Hartley & Pownall, Centerdale, Ia.

TERMINAL ELEVATOR FOR SALE. A 200,000 bu. Steel Elevator, Ten Tanks, located on one of the best railroads in Toledo, Ohio. Address The Toledo Salvage Co., Toledo, Ohio.

ELEVATOR FOR SALE—20,000 bu. capacity. Hay warehouse in connection. On 3 railroads, county seat, 3,000 people. Electric power, cheap for cash or will trade for farm. Write Box 40, Allegan, Mich.

ONE NEW 10,000 BUSHEL ELEVATOR and coal trade for sale. Good grain and hay point. One corn dump. Reason for selling, other business to look after. W. L. Bristoll, Mt. Blanchard, Ohio.

FOR SALE—A small line of elevators in southern Minnesota. Elevators in good condition and doing good business; well established coal business with each elevator. Address Lock Box 606, Mankato, Minnesota.

GRAIN ELEVATOR wanted, with side lines, handling 200,000 bushels grain or over or in connection with lumber yard. Give full particulars and state price. Address Step, Box 9, Grain Dealers Journal, Chicago, Ill.

COMBINED ELEVATOR and hay shed for sale; gasoline power. Also coal business in connection, in excellent grain and hay territory in Northwest Ohio. Good town. Price, \$2,000. Address D. Box 5, Grain Dealers Journal, Chicago.

ELEVATOR, 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

ELEVATOR, lumber and coal business in Western Indiana for sale. 15,000 bu. capacity, handles about 200,000 bu. corn, oats and wheat per year. Lumber shed, 56x60. Coal bins for 250 tons. No competition in either line. Good town, churches and schools. Address Day, Box 8, Grain Dealers Journal, Chicago, Ill.

ELEVATOR, COAL AND FEED business for sale. Capacity 15,000 bu. with two dumps, handling from 90,000 to 125,000 bu. a year and from 2,500 to 3,500 tons of coal a year, also a good feed business in connection, price \$4,000, a good opportunity for somebody, reason for selling very poor health. One good year's business will nearly clear it. Address Burke Bros., Vinton, Iowa.

ELEVATORS FOR SALE.

GOOD ELEVATOR for sale. Almost new; 15,000 bu. capacity; in good grain country; at a bargain. Address W. E. Poole, McCosburg, Indiana.

ELEVATOR at Waverly, Ill., and Girard, Ill., for sale. Fine proposition. Other interests reason for selling. Address H., Box 228, Waverly, Ill.

TWO GOOD COUNTRY elevators for sale, on Frisco railroad, right in heart of great wheat belt of No. Oklahoma. Wheat prospect never better. Capacity of elevators 5,000 bu. each. All in good shape. Almost new. If you are interested write, Lock Box 296, Blackwell, Okla.

FOR SALE—Cheap, at Altamont, Ill., one of the best arranged Grain Elevators and Implement houses; also large coal house with ground; good opening for a grain, hay, coal and live stock man. Price, \$3,500.00. Located on B. & O., Wabash, Vandalia and C. & E. I. R. R.'s. Address Byron Piper, Altamont, Ill., or A. F. W. Luehrmann, St. Louis, Mo.

FOR SALE—Having accepted the secretaryship of the Indiana Grain Dealers Association, I desire to sell our Winamac mill and elevator. Capacity of elevator 30,000. All up to date machinery for handling and shipping grain. Our own ground. One competitor. Same help run both mill and elevator. Connected with clutch coupling. Mill makes 75 barrels per day. All new throughout. Enormous crop of oats out, look fine. Wheat crop splendid. Station ships ordinary year 400,000. Price \$14,000. Address J. M. Brafford, Indianapolis, Indiana.

INDIANA ELEVATOR for sale. Nearly new and modern in every respect. Capacity, 12,000 bus.; 4,000 bus. ear corn. Bins cribbed; 22 h. p. gasoline engine. No competition; large territory, as good as there is in the state. Will handle from 125,000 to 175,000 bus. of corn, wheat and oats per year. Splendid coal, feed, flour and tile trade in connection. These side lines netted over \$1,200 profit the last year. Good location for lumber business. Price, \$6,000. Best of reasons for selling. Investigate quickly and thoroughly; this business will stand it. Address T. G., Box 5, Grain Dealers Journal, Chicago, Ill.

BUSINESS CHANCES.

BUSINESS CHANCE—\$5,000 additional capital required to operate a transfer, cleaning and mixing elevator in connection with our established Grain Commission and track buying business, located in a city with all railroad advantages. This is a splendid opportunity for a good grain man. Address at once, A. B. C. Box 9, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

WILLIAMS Typewriter, No. 4, little used, at half price. Address Victor Nelson, 502 Traders Bldg., Chicago, Ill.

ASK YOUR DEALER for the Usona Manila Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

THE LOCATORS. W. S. Herbert, General Manager, 62 & 63 Merchants Bank Building, Winnipeg, Manitoba, Canada. The leading Elevator and Flour Mill brokers in Canada.

ELEVATORS WANTED.

ELEVATORS WANTED in Illinois, at a price for which they can be sold. Aaron Smick, Decatur, Ill.

GRAIN ELEVATOR wanted on Rock Island, in Oklahoma. Address Box 177, Okeene, Oklahoma.

WANTED—To buy elevators doing good business. Address Smith, Box 9, Grain Dealers Journal, Chicago, Ill.

I WANT to buy an established and profitable business. Lumber and Grain preferred. Address M. L. Hays, Havana, Illinois.

ELEVATOR or Lumber Yard wanted in exchange for stock of general merchandise. Address Don, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED. In corn belt of Indiana in exchange for 320 acres of South Dakota land adapted to either farming or grazing. Address Vey, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED a good elevator to operate on shares. Must have a good business. I can give best of references and will furnish part of business capital. Address Henry, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—To buy all or half interest in grain commission and track buying business in Indiana. Also elevator handling lumber and feed. Must be 3,500 people or over. Address Box 85, Fairmount, Ind.

WANTED TO BUY an elevator in Ohio, Michigan or Indiana with capacity of not less than 20,000 bu., having R. R. siding and in good town with banking facilities etc. Address Provost Bros., Fair Haven, Pa.

GOOD ELEVATOR WANTED in exchange for a 160 acre farm, fine soil and well improved, near Warsaw, Ind. and an eight room house in Chicago. Address Coop, Box 9, Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED—One or two elevators doing good business in Corn and Oat Belt with favorable surroundings. Give full particulars and statements which will stand investigation. Address E. D. Vorhes, Ackley, Iowa.

MILLS FOR SALE.

70 Bbl. FLOURING MILL for sale. County seat. F. J. Mahoney, Tekoa, Wash.

MILL AND ELEVATOR for sale, together with five acres of land, up to date machinery. \$17,500 half cash. Full particulars given by The Locators, Winnipeg, Manitoba.

FLOUR MILL FOR SALE. Large town in Manitoba. Mill new. Capacity 125 barrels, built last year to replace one burnt. Nine thousand cash will handle. Write The Locators, Winnipeg, Manitoba.

FLOUR AND SAW mill for sale. Water power, roller system, planer, lathe, hardwood timber. Price \$3,500, including two story house, barn, six village lots several acres land. A bargain. Address Wm. M. Barnes, Boaz, Wis.

LOCATIONS.

MILLERS!—The town of Wolseley, Assa., Can., is prepared to bonus \$3,000 for a mill of 75 barrels or over. Write Sect'y Board of Trade, Wolseley, Assa.

THE BELT RAILWAY OF CHICAGO transfers freight cars between the different railway lines, industries and warehouses in and about Chicago. Its tracks extend from the C. M. & St. P. Junction (Cragin) to South Chicago and the South Chicago docks, connecting with all railways entering the city. Industries located on the line of the Belt Railway are afforded unequaled switching facilities and the great advantage of connections with all Chicago railroads. This advantage, which enables shippers to avail themselves of competitive rates, can hardly be overestimated, and as the Belt Railway handles interchange business between all connecting lines, there is an abundant supply of cars for shipments of all kinds.

Parties contemplating the establishment of industries, warehouses, elevators, etc., in the vicinity of Chicago are invited to communicate with the President and General Manager of THE BELT RAILWAY, who will promptly furnish them with full information in regard to desirable locations, switching rates, car supply, etc., etc. Address B. Thomas, Pres't, Room 13, Dearborn Station, Chicago.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

HOPPER SCALES for sale. 600 bu. capacity, used only a few weeks, standard make, worth \$150.00 new. Have no use for it. Will sell for \$50.00. Durham, Guyon Co., 56 N. Jefferson Street, Chicago, Illinois.

ELEVATOR SCALES—We make a specialty of wagon, portable, platform, dormant, hopper and warehouse scales. Send for our latest catalog of elevator scales. Osgood Scale Co., 305 Central St., Binghamton, N. Y.

ELEVATOR AND MILL SCALES for sale. Our Hopper, Wagon, Warehouse and Railroad Track scales are recognized by successful grain operators as the STANDARD for accurate weights. Not controlled by a trust. Address Des Moines Scale & Mfg. Co., Des Moines, Ia.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Rollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

GASOLINE ENGINE, 6 H. P., cheap if sold at once. J. F. Cheatum, Cleveland, Kansas.

STEAM ENGINE for sale cheap. 20 H. P. slide valve. Sterion Copper, Brass & Bronze Co., 67 N. Ashland Ave. Chicago, Ill.

GASOLINE ENGINE for sale. 30 H. P. Cost over \$900. First class condition. Price \$300. Dr. Schmidt, Covington, Ky.

OTTO GASOLINE ENGINE for sale; 5-h. p., good condition. Address Chicago Grain & Elevator Co., Des Moines, Ia.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

FOR SALE—One new 11-in. by 12-in. Double Valve Automatic Engine, 60 horse power, for immediate delivery. A bargain. Aumen Machinery & Supply Co., Baltimore, Maryland.

Here's another bargain: **Horizontal Slide Valve Engine, 70 h. p.** Best of condition. Good as new. Can be seen at our works; \$200. H. W. Caldwell & Son Co., Chicago, Ill.

FOR SALE—6 and 8 H. P. Fairbanks, 7 H. P. Charter, 10 and 14 H. P. Watkins gasoline engines. Address F. W. Coin, 153 S. Desplaines St., Chicago, Ill. **GASOLINE ENGINE EXPERT.**

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 12-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE at a bargain. One second hand 15 h. p. Columbus, one 10 h. p. Portable Ohio, all as good as new; also one 5 h. p. Lewis, one 5 h. p. Davis and one 25 h. p. Pierce in good condition. Address C. P. & J. Lauson, 103 West Water St., Milwaukee, Wis.

WE WILL EXCHANGE a few high grade new gasoline engines for steam plants in good condition, taking difference in cash. We have a 15 H. P. Atlas Engine and boiler for sale. Address Wallace Machinery Co. Champaign, Illinois.

OTTO GAS or GASOLINE ENGINE for sale. 38 H. P., good as new but too small, now being replaced by 75 H. P. Will sell cheap for cash or a little cash and balance in time, payments to suit. Address The H. L. Strong Grain Co., Kansas City, Mo.

ENGINES AND BOILERS.

For Sale—Two boilers 16 ft. x 60 in. with 18 six in. tubes. The Thompson & Norris Co., Brookville, Ind.

FOR SALE: 1 boiler, 16 x 66; dome 32 x 36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders Bldg., Chicago, Ill.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

FOR SALE—One steam engine, 16x24, Sinker Davis Co. make. One boiler 60 in. x 16 ft., with twelve 6 in. flues, Sinker Davis make. One boiler iron tank, 40 in. x 20 ft. All in fair condition. Address J. W. Witt, Lebanon, Indiana.

MISCELLANEOUS FOR SALE.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

NEW ADDRESSOGRAPH for \$30, cost \$75. Chains containing addresses of 700 Iowa grain dealers. Address C. A. Tower, Des Moines, Iowa.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

MACHINERY BARGAINS.

500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

MACHINES FOR SALE.

CLEANER—No. 1½ Barnard & Leas and one No. 00 Monitor Scourer, cheap. J. F. Cheatum, Cleveland, Kans.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

FOR SALE, Marseilles Corn Sheller, slightly used. Price \$150 f. o. b. cars Cincinnati. For further information address The Gale Bros. Co., Cincinnati, O.

TWO NO. 1 cob crushers for sale. Also Beall non-vibrating corn cleaner; ½ N. & M. corn meal purifier; No. 3 Excelsior bran duster and many other machines. Write for list No. 21. Address A. S. Garman & Sons, Akron, O.

MACHINES WANTED.

WANTED—Four second-hand gravity or needle grain cleaners. Must be in good condition. Address D. Rothschild Grain Company, Davenport, Iowa.

SITUATIONS WANTED.

POSITION WANTED as road man for grain company by young, unmarried man. Three years experience in this line. Best references. Address W. G. Kirkpatrick, Faribault, Minn.

POSITION WANTED as buyer for elevator or grain company that will pay \$100 per month. 10 years' experience. Have bought on river. Will travel. Address C. H. Borman, Eldred, Ill.

POSITION WANTED—As manager or head man in country elevator; 7 years experience, A No. 1 references; or would take position working in elevator. Address Geo. E. Hall, 802 S. Center St., Bloomington, Illinois.

POSITION WANTED by a young married man with 12 years experience in hay and grain business. At present holding responsible position. Prefer to manage a country station. Address E. Box 9, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper for grain firm, or manager of country elevator. Seven years' experience in managing an elevator that received 800,000 bus. annually. Bond and reference. Address, McL., Box 63, Manteno, Ill.

POSITION WANTED as traveling solicitor or purchaser for grain firm. Ten years' experience in grain business. Familiar with Oklahoma, Kansas, Iowa, Missouri and Illinois trade. Address Traveler, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by a reliable man as auditor, track buyer or manager of cleaning house for grain firm, or traveling solicitor for commission house. Have had practical experience. Address Hustler, Box 7, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED as accountant and office man, buyer or salesman, in some good grain house. Twenty-five years' experience in the handling of Grain and Hay at wholesale and retail. Am familiar with the Texas trade and its requirements. J. J. Hanna, Galveston, Tex.

GRAIN MEN—If you can use a steady young man that has had 10 years experience in the grain trade, and that can furnish the best of references, in the capacity of line man, solicitor or as manager of elevator at a good point, address F. F. W., Box 8, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED by competent grain man with 18 years experience. Understands operating machinery and engine; good judge of grain. Can furnish first class references. Can do anything connected with a country grain business satisfactorily. Address Box 138, Fowler, Indiana.

PARTNERS WANTED.

FLOUR MILL in one of Manitoba's largest towns. Partner wanted with \$25,000. Annual turnover \$200,000. Cash wanted partly for the purpose of building and operating elevator in the Northwest in connection. Write for the fullest particulars to The Locators, Merchants Bank Bldg., Winnipeg, Manitoba, Canada.

HELP WANTED.

YOU CAN get a good situation if you will watch this column, for grain men desiring help make their wants known here.

CAPABLE MAN WANTED to take charge of small lumber yard and grain business at a Wisconsin point. State experience and salary expected. Address Mil, Box 9, Grain Dealers Journal, Chicago, Illinois.

WANTED an experienced grain man, one familiar with western trade, to take charge of country elevator, also handle coal and live stock. State age and experience. References required. Address Box 12, Coats, Kansas.

The Practical Gas Engineer



tells you what to do and how to do it when your engine gets out of order. It also tells all about the care and operation of a gas or gasoline engine.

A book written by a man of 12 years' practical experience with hydro-carbon engines. Bound in cloth, Price \$1.00.

Grain Dealers Journal
255 La Salle St. Chicago, Ill.

Clark's DOUBLE INDEXED Car Register

Is designed to afford ready reference to the entry or record of any car number. Its facing pages are ruled into five columns, those on the left hand page being numbered 0, 1, 2, 3 and 4; while columns on the right hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings; "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So in looking for, say 9846, we know it is on the page indexed 6, and in the column headed 4, and is quickest found by looking down the blue line for the third figure or 8. The instances in which these three figures appear in this combination will be so few that the required number can always be instantly found if properly entered.

The book is made of heavy ledger paper and well bound in half Russia. Size, 11x14½ inches.

No. 40 contains 36 pages, with spaces for registering 9,000 cars. Price, \$1.50.

No. 42 contains 68 pages, with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS COMPANY,
255 LA SALLE ST., CHICAGO.

SEEDS FOR SALE.

SIBERIAN MILLET for sale, in car lots. H. C. Bockoven, Clark, S. D.

NEW SIBERIAN MILLET (Silver Medal) for sale. Pure, no foul seed, \$1.50 per 100 lbs., sacks extra. Address M. J. De Wolf, Letcher, S. D.

EAR SEED CORN to the trade at \$1.00 per bu. sacked. We advertise for you. Send for advertising proposition and catalog which shows recommend from Prof. Holden. Gurney Bros., Elk Point, S. D.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

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GRAIN WANTED.

GOOD MILLING WHEAT wanted. Kingfisher Mill & El. Co. Kingfisher, Okla.

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LONG RYE STRAW, large bales, No. 2 & No. 3 Hay, large bales, for sale. For prices and particulars, address Spencer Billington, Fultonville, N. Y.

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TIMOTHY HAY and clover and timothy mixed hay wanted. Address John Wade & Sons, Memphis, Tenn.

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OUR COMMISSION, 50 cents per ton. It will pay you to send for our mkt. report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

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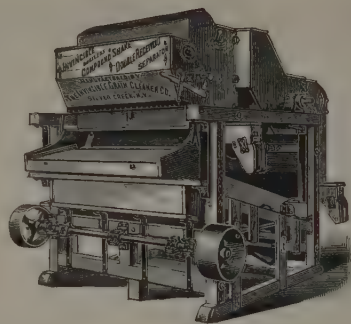
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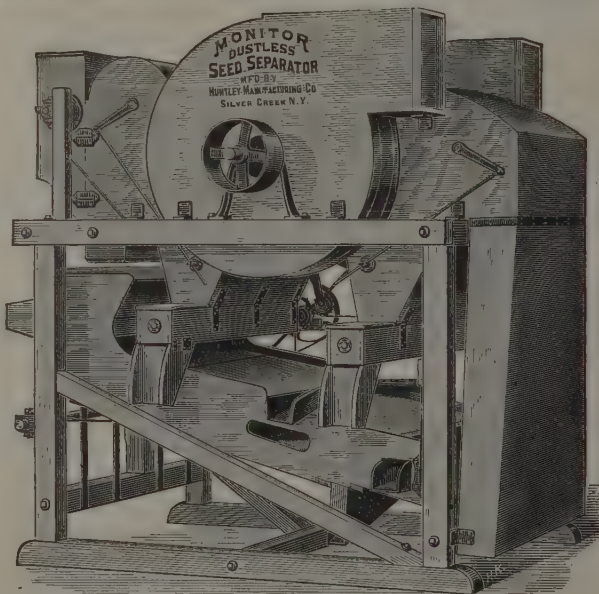
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The character and number of advertise-
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Letters

on subjects of interest to those engaged in
the grain trade, and trade news items are
always welcome.

Entered at Chicago, Ill., Post Office as
Second Class Matter.

CHICAGO, ILL., MAY 10, 1905.

LONDON has discovered "Maizypop," or rather American pop corn has discovered London and captured its inhabitants.

ACCORDING to fake rumors fed the Winnipeg press one county will build 500 grain elevators at a cost of \$12,000,000 and another will erect a 50,000 barrel flour mill. Some news reporters seem too gullible even for their jobs.

THE DEALER who buys grain on its merits gets what he pays for, while the buyer who accepts all at the same price cheats himself, discourages careful farming and encourages shiftless methods.

READERS who acted on the information published in our Tennessee news column of Jan'y 25 were not caught by the failure of J. Willis Dickson of Memphis recently. It pays well to keep posted.

THE WISCONSIN miller who has been induced to protest against the Interstate Commerce Commission being given power to fix rates must be more largely interested in railroad property than anything else.

CIVIL service rules for over half of the feeders at the state treasury have been exacted from the Illinois State Legislature, but the employees of the state grain inspection and registrars office will continue to be changed as suits the distributors of the spoils.

THE NARROWER your corn crib, the better will it be ventilated and the less likely will corn be to spoil. Wide cribs are all right if well ventilated, but when their contents are not cured in six months as in the case of some Illinois cribs this last season they prove uselessly expensive.

THE COMMITTEE appointed by the U. S. Senate to investigate the need of interstate commerce legislation seem to think the railroad attorneys have a monopoly of knowledge of what the people want, and if the shippers of the country are not on their guard it will be rushed thru without even consulting them.

YOU will admit that a 2-inch shaft may reduce the cost of an elevator, but you cannot expect it to do the work of a 3 or 4-inch shaft, especially when the farmers are rushing their grain to market like mad. Suppose the 2-inch shaft would break at such a time, what would be the additional cost to you?

OPERATIVE millers while at Kansas City this month will denounce in no uncertain terms "the evils practiced by elevator men in doctoring wheat." Nothing will be said against bleaching wheat flour, mixing scourings with rye to obtain that much coveted dark color and musty odor or mixing fine mids with buckwheat to give it that old time gritty feel.

SINCE the May wheat bubble burst, the Indianapolis promoter of the Society of Equity has been very ill, in fact too ill to explain satisfactorily why the market so contrarily ignores his predictions and commands. The Societies so-called campaign for Dollar Wheat has proved profitable for its promoters, but the members have been fooled again and easily.

HAVE you figured out the average gross margin of profit per bushel you earned on the last crop? By determining this point accurately you will be able to place your business on a profitable basis for the coming season. The longer you keep yourself in the dark as to what your business nets you, the less you know of the necessities essential to your future success.

AN ILLINOIS correspondent, who evidently has gained his knowledge from the trying school of experience, states, in "Letters from Dealers," this number, that some line elevator companies could buy from independent dealers grain loaded in cars at country stations, at a lower figure than they are now obtaining it thru the operation of poorly arranged country elevators, which double the cost of getting the grain from farmers' wagons into cars. The point he raises no doubt is well taken, for many of the elevators erected by line companies are planned by men prompted first by an overstrained sense of economy and guided solely by an office experience.

WOOD PULLEYS greatly increase the fire hazard when concealed in an elevator head, and they also increase the cost of fire insurance if the inspectors of the mutual fire insurance companies which make a specialty of this class of risks find it out. So many fires have been traceable direct to wood pulleys in heads and boots that installing such a pulley seems like giving the fire fiend a special invitation to call quick.

WHEN building or overhauling your elevator do not overlook the fact that the small receiving sinks will necessitate the installation of larger elevator legs if you are to prevent a congestion of farmers' wagons at your dump when they are rushing grain to market. Large receiving sinks, well constructed and given sufficient slant at the bottom to clean thoroughly, not only facilitate the receiving of grain but also reduce the amount of power and labor necessary to operate the house successfully.

THE elevator man who poses as an engineer or builder for the purpose of obtaining discounts on machinery and supplies may work his game occasionally, but will oftener be given cheap and inferior goods when the deception is discovered. It is human nature for one merchant to reward deception with deception. The elevator man would have profited more by employing a regular licensed elevator builder and in many cases would have obtained machines better suited to his needs.

LOCAL merchants who promote co-operative elevator companies court grief for their own business. The farmer's success in the grain business will whet his appetite for general merchandising where the profits are much larger and more certain than in the grain business. In some instances the starting of such co-operative grain cos. has been followed by lower prices at that station but higher prices at neighboring stations, much to the grief of the local merchants who hoped to attract trade by forcing a fight for grain at home.

THE KANSAS Grain Dealers Assn. appears to have suffered even more than its Secretary, tho it was not a party to the suit brought against its Secy. No doubt the case against Mr. Smiley would have been dropped several years ago had he ceased to be an official of the organization and removed from the state. At least he would have been pardoned. The case was one of spite work from the start. Recent troubles, however, do not justify the entire abandonment of the association idea. The possibilities of promoting common interests are as great as ever and it would seem the part of wisdom for the Elevator Owners of Kansas to get together and work for the promotion of their common interests.

PRIVATE sampling buros are as undesirable as private inspection and weighing depts. The workers are unconsciously prejudiced in favor of their employer and should not be tolerated in any market.

GOOD ROAD campaigns are becoming more numerous and are conducted with more zeal than ever. The better the country roads, the less frequent will the farmer be prevented from hauling grain to market.

RICE-HULL peddlers are to be denied the use of the U. S. mails if some millers, who do not care to adulterate their wheat bran with it, have their way. They claim rice hulls have no nourishment, hence old boss as well as the buyer of the mixture is badly swindled.

GRAIN DEALERS who contemplate building new or overhauling old grain elevators can not afford to cover their grain store house or any part of it with a shingle roof. Fire insurance companies have been compiling the facts with the result that they have discovered that many fires are traceable direct to locomotive sparks lighting on shingle roofs, and it seems very likely that some of the companies making a specialty of grain elevator risks will establish a rate for shingle roofs which will practically be prohibitive. Elevator builders have long since recognized the increased hazard from the use of wood shingles on roofs of grain store houses, but the ever present desire of the elevator owners to obtain a cheaper house, has prompted them to put on shingle roofs in spite of the danger. The shingle roof will increase the cost of insurance not only on the elevator but also on its contents.

REMEDY FOR MIXED SHIPMENTS.

Mixed shipments of grain are not conducive to the elevator man's profit or joy, yet some persistently deny the possibility of their elevator operators making the very mistakes which the contents of the car upon arrival at destination prove to have been made. Much of this trouble is due to the defective construction of bins, spouts and sinks. If all were made *absolutely self-cleaning* and equipped with up-to-date machinery, fewer losses would result from shipments which grade in the various markets, "No Grade, Mixed."

A recent shipment which arrived in a central market was so graded and held for some time despite the positive statement of the operator of the elevator to the effect that the grain was not mixed. Finally the shipment of oats was run thru a screen and it was found that it contained only 186 bushels of No. 3 corn. Until the exact amount of corn found was communicated to the elevator operator at point of loading he stoutly maintained that the only corn which could be found in the car had been swept off the joists in the cupola.

If the cross beams above bins had bevel edges at top, grain could not accumulate to be swept off later into the wrong bin. The only sure way to reduce greatly, if not entirely remove this trouble, is to give all bins, spouts and

sinks sufficient slant to insure all grain, even the damp, being removed by gravitation each time the valve is opened.

GREED VS. HARMONY.

A Kansas correspondent, who evidently feels just as he writes, says that "We are the only firm equipped with proper facilities to handle all kinds of grain, but we have two milling concerns, who, not satisfied with that business, dabble in corn and oats, and we expect that if they do not get rich shortly shipping these commodities they will embark in the handling of butter, eggs and other country produce in order to help pay expenses."

This statement applies with equal force to millers in other sections of the country who seek frequent opportunities to find fault with the grain dealers of their section. Millers at many stations come in competition with shippers in buying wheat, but are so unfairly disposed toward their competitors as to indulge in continual warfare in the local markets, thereby robbing themselves as well as their competitors of possible profits. The miller who can not rest content with letting his competitors buy a fair share of the grain at a living profit is generally choked by his own greed. Unreasonably high prices is a signal for the sheriff to call.

THE ELEVATOR MAN HIS OWN ARCHITECT.

It has often been stated that the man who acts as his own lawyer has a fool for a client, and the same statement will apply with equal force to some elevator men who have attempted to design and build their own grain storehouses. Of course many of them have succeeded in erecting plants which would stand to hold the grain which they have found necessary to place in it, but some of them have paid more for extra material than the services of a first-class elevator builder would have cost, and in the end the finished product is so often unsatisfactory that the wonder is the elevator man tries even so often as he does to serve himself as an elevator architect.

It is not long since that an Illinois elevator man who lost his house by fire, designed a new plant and employed his engineer at \$1.25 a day to supervise the work. After the work had reached the stage for installing machinery it was found necessary to tear out much that had been done and today the house is a sight—a fright. Neither the legs nor the bins are plumb, the shafts are not level, the belts will not run true on the pulleys and the builder's successor in business longs for the day when he may dispose of his trap to some unsuspecting farmer who desires to make a fortune in the grain business.

The majority of elevator men are building far better houses than they did five or ten years ago and few contracts are now let to the traveling barn builders. More engineers are today giving their attention to this line of work than ever before, and it is but natural that the average house put up today is a model compared with the average barn used for handling grain at country points 10 years ago.

CHOKE-UPS.

One of the most encouraging signs of the times in the grain trade is that the elevator owner who contemplates overhauling his plant or building a new grain elevator is giving more attention to investigating the leading features of the most improved mechanical devices needed to equip an up-to-date elevator. Some are insisting on having the best money will buy; not the cheapest, as was the practice in years gone by, hence it is but natural that more of an effort is being made to prevent choke-ups in elevator legs.

In years gone by the builder and the elevator superintendent contented themselves with providing alarms and signals of different character to warn the operator of a choke-up whenever it did occur. Few ever attempted to learn the exact cause of choke-ups. If they had stopped to consider the cost of time, labor and grain lost by such choke-ups, no doubt the problem would have been settled long ago. And yet in many, many plants this old-time method is followed. No thought of a choke-up is given until it occurs. The belts are torn and the cups mutilated, yet the elevator operator patiently repairs the damage, bears the cost of time and labor lost, sweeps up the grain and starts ahead.

The problem is one which no doubt could be easily solved if the question were approached in the right way, but so long as elevator men are content to bear the cost of choke-ups it is not expected they will look about for a preventive.

WILL ADOPT CONDITIONS TO GOVERN TRACK PURCHASES.

Elsewhere in this number is published the recommendations made by a committee to the Winter Wheat Millers League, to govern purchases of wheat on track by its members. Although grain dealers in different sections of the country may not take objection to any of the conditions recommended by the committee, it would seem the part of fairness and wisdom for the Winter Wheat Millers League to ask the appointment of a conference committee from the Grain Dealers National Ass'n., before arbitrarily taking final action on the conditions which they desire to govern purchases of wheat. Then will the conditions be more acceptable to the grain sellers, and being recommended or endorsed by the National Ass'n., will be more easily enforced.

If any of our readers find anything in the conditions recommended to which they take objection, we would be pleased to have their views for publication.

It will be remembered that the Grain Dealers National Ass'n investigated this subject several years ago and found that a number of track buyers were using forms which would not be sustained by the courts. Altho an effort was then made to induce track buyers to adopt uniform legal forms and practices and thereby reduce the opportunities for misunderstandings and differences nothing came of it. The advantages to be derived from the adoption of uniform forms and practices, it is apparent, must be even greater if also adopted by millers who buy on track.

Letters From Dealers

OFFICE MAN'S IDEAS ARE IMPRACTICABLE.

Grain Dealers Journal: Here is an interesting question: Which is the more profitable to a large company, country elevators or track buying?

Country elevators were, until a few years ago, and, in some cases are still, the more profitable, but often the expense of operating the country elevator is much larger than a local buyer's margin would be.

The country is full of elevators of which the expense of operating is nearly twice as much as it should be, simply because they were designed by men who know how to handle grain on books in an office, but know very little about the construction and operation of a country elevator.

The chief aim and object of the American people and the secret of success in any branch of industry is to reduce to the lowest possible figure the expense of handling the articles of merchandise in which one is engaged; and the handling of grain is no exception. If you were to take a trip through the country and see the different elevators at country stations you would find that the elevators with which grain can be handled with the least help, the least power and the least waste were built by country dealers who know by experience just what kind of facilities it takes to handle grain conveniently and economically.—W. H. Patrick, Cardiff, Ill.

PROTECTION FROM FORGED BS-L.

Grain Dealers Journal: Many suggestions having been offered for some method or form of B-L whereby the receiver will have some protection against forged Bs-L, I wish to suggest the use of the following scheme.—C. A. Dryer, Champaign, Ill.

ORIGINAL.

No. 1. (This stub to be retained on file.)

Date Car
Contents
Consignor
Billing
.....

No. 1. (This coupon to be sent by Agent to Train Dispatcher of that division, same to be checked with his report and placed on file. To be stamped on the back with the Agent's ticket dater,

Date Car
Contents
Destination
No. 1.

ORIGINAL BILL OF LADING.

To be dated on the reverse side with the Agent's ticket dater.

AGITATION SHOULD BE DROPPED.

Grain Dealers Journal: I believe the effect of the active and open agitation against the co-operative elevator companies is now clear enough to most of the shippers of Illinois to convince them that it has greatly increased rather than diminished the number of such concerns.

We do not solicit their business, neither do we wish it, simply because few of them are strong enough financially to make them safe and desirable customers. Boosting local prices above the figure ruling in central markets is about the strongest encouragement that could be given them, in addition to being the rankest folly the regular elevator men ever indulged in.

It is abject nonsense to expect to discourage co-operative concerns by paying its stockholders more for grain than they can obtain anywhere else. High prices is exactly what they seek and their receipt delights them most.

It may distress them deeply to refuse to buy their grain when you are paying non-stockholders in their company something over the market, but it will depress you more when a perusal of the statement of your year's business shows the full cost of your foolishness. There is only one way to buy grain and that is on a living margin of profit. We can not afford to take chances with the shipper who does otherwise. His business is just as undesirable as the cooperative company which plays at doing business for the promotion of the interests of its stockholders.

I consider it time to drop the agitation against the cooperatives. Let them alone and the farmers will soon loose interest in such companies. In a couple of years they will realize that the long experience of the regular dealer will enable him to market their grain to much better advantage than they can ever expect their inexperienced manager to do.—Receiver.

A tax on all employees of grain firms who are sent to that province to receive the grain from farmers has just been imposed by Cordoba, Argentina. The tax is being enforced by the arrest of the unlucky representatives of firms who have neglected to take note of the tax.

CARBON DUPLICATE.

No. 1. (This stub to be sent to the General Freight Agent.)

Date Car
Contents
Consignor
Billing
.....

No. 1. (This coupon to be sent by Agent to Train Dispatcher of that division. If same corresponds with the Train Dispatcher's report it is to be dated with dater stamp on the back; O K'd, signed, and sent to Agent at Billing destination.)

Date Car
Contents
Destination
No. 1.

(Carbon) DUPLICATE BILL OF LADING.

To be dated on the reverse side with the Agents ticket dater.
(This carbon copy to be mailed by the Agent at place of origin to Agent at Billing destination. Upon receipt of this Duplicate Bill of Lading and the O K'd coupon from the Train Dispatcher, the Agent at destination notifies the Consignee that the car is in transit.)

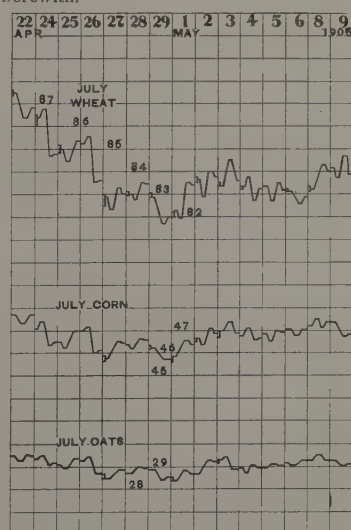
Asked—Answered

IS LINE HOUSE ENTITLED TO ONE-HALF?

Grain Dealers Journal: I wish to know what percentage of the grain received at a station a line company which has a new cheap 10,000 bus, elevator run by a \$45. per month man is entitled to in competition with an independent elevator man who has been in business at the station for 10 yrs. has a 35,000 bus. elevator well equipped with machinery and gives all his own time and one man to the business? I offer to stay off the street and bid only what the market permits me to pay with a profit for what is offered in my office. The line company insists we divide equally the receipts of the station. It has taken me years to build up my business and I consider I am fully entitled to the entire fruits of my efforts. I wish to buy grain at a living profit and do not enjoy being forced into a fight. I am confident I can get more than one-half the receipts even though I do not meet their threatened high prices. I consider their demands very unreasonable. If any of my brother dealers have any ideas or suggestions to offer I shall be very glad to read them.—A. M. F.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for 2 weeks prior to May 10 are given on the chart herewith.



Wheat options are unjustly accused. Bigelow's losses were not in grain. For years he had been making unwise investments in industrial enterprises and New York stocks.

The Liverpool Corn Trade Assn., at its recent annual meeting, elected Herbert P. Harrison pres. for the ensuing year. The Assn. has 362 members, a gain of 5 over a year ago.

Crop Reports

CANADA

Winnipeg, Man., May 1.—We are convinced that, allowing 8,000,000 bus. of wheat for seed and 7,000,000 for country mills, there is 4,737,190 bus. still in farmers' hands still to be marketed, but it all depends on the prospect of the new crop and a continuance of the present prices, as to whether it will come out or not.—Frank O. Fowler, secy. Northwest Grain Dealers Assn.

COLORADO

Rocky Ford, Colo., May 5.—Fall wheat in fine condition and plenty of water assured for a big crop this season.—F. D. Stoop.

Trinidad, Colo., May 5.—This section of southern Colorado has been blessed this spring with an abundance of rain, consequently a larger area than ever before will be planted. Everything points to a large crop.—H. R. Quillitch & Bro.

ILLINOIS

Bartleso, Ill., May 3.—Wheat has a good stand here and looks good. Oats also are looking good.—Frank Boeving.

Arlington, Ill., May 3.—The grain business is quiet here on account of farm work. Oats are doing well. Pastures are good. Corn planting is in progress now. Expect some grain to move after planting.—F. L. Neal, agt. J. M. Ennis.

Bunker Hill, Ill., May 3.—The spring is favorable for all crops. Large acreage of oats, and growing fine. The corn crop is going in in good shape; no old corn to speak of on hand. Wheat spotted and things look for half a crop.—A. T. Bivens.

Brothers, Ill., May 3.—Oats are looking very good and promise an abundant crop. Farmers are very busy planting. Not much corn or oats in farmers' hands in this vicinity owing to the high prices and good roads during the past winter.—F. C. Hobart, agt. Rogers Grain Co.

Cisco, Ill., May 3.—Oats are looking fine. Farmers are about thru plowing in this vicinity and the most of them are planting corn; some of them will get thru this week. Some old oats in the hands of farmers. There is about 30 per cent of corn in this vicinity.—M. F. Williams, mgr. Sufem, Hunt & Co.

Ellisville, Ill., May 3.—I never saw the small grain look finer in my life at this time of the season. There is a large amount of it this year and the farmers are getting along with their corn ground in fine shape. A large amount of it will be put out this spring as the price is good and they think it will hold good this fall. The meadows never looked finer and there will be a large crop.—Fred R. Sheckler, agt. Buckley, Pursley & Co.

DeWitt, Ill., May 2.—All farmers plowing and getting ground in shape to plant; some in this section have started planting, but they are few. Good prospects for coming oat crop. Not much corn in farmers' hands in this vicinity and those who have are not disposed to sell at present prices. Some oats on farmers' hands, but they feel inclined to think that oats will go higher.—John W. Callison, agt. Rogers Grain Co.

Griggsville, Ill., May 3.—We have had a peculiar spring; March was warm and dry and Apr. cold, windy and dry until the 25th when we had some rain. The present outlook for a good wheat crop is not so favorable as earlier indications justified, yet aside from some fields that were badly damaged by fly last fall, think we will have a fair crop. Oats are looking well. Corn is being planted and many are done breaking; a full acreage of corn will be planted. Shall need a full supply of rain to keep up the moisture to mature the crops as the light rain fall since last Sept. has left the subsoil short of moisture.—L. W. McMahan, secy. and general mgr. Pike Mills.

INDIANA

Hudson, Ind., May 6.—The wheat crop is looking fine thru this locality.—Strock & Sons.

Ockley, Ind., May 3.—Wheat and oats are looking fine; large acreage of oats but not much wheat sown in this neighborhood. Corn planting commenced. The corn in grading bad; damp and rotten.—McComas & Hornbeck.

New Paris, Ind., May 6.—Wheat and oats look good, but the acreage is less than of past years.—C. S. Rohrer.

Goshen, Ind., May 4.—Growing corn looks fairly well. Altho our wheat crop was poor last year farmers had a good crop of rye.—Goshen Milling Co.

Kendallville, Ind., May 1.—The new wheat crop is looking exceptionally fine; in fact we never knew it to be looking better at this season of the year.—Campbell & Co.

Newberry, Ind., May 2.—The prospect for our coming wheat crop is good, altho the acreage is small. There will be a large acreage of corn planted. Almost all the grain thruout this section has been sold.—E. P. Killian, agt. J. D. Myers.

Huntingburg, Ind., May 4.—The grain prospects were never better and if nothing unusual happens, we will have a fine crop of wheat. Old wheat is scarce but proba-

Reinbeck, Ia., May 3.—Prospects are very flattering for a bumper crop.—Moeller & Horstman.

Smithland, Ia., May 5.—Farmers beginning to plant corn; ground in ideal condition; a good many complaints of poor seed corn.—W. F. Manning, with Westbrook-Gibbons Grain Co.

Walford, Ia., May 3.—Small grain looks fine. Corn planting at this writing is at full gait. Prospects are very good so far. Grain is not moving; farmers holding for higher prices.—Ag. Neola Eltr. Co.

Otho, Ia., May 5.—Small grain doing fine, in fact, is extra good; corn planting just starting and by next week will be in full blast; it warms up a little; ground in excellent shape for planting.—A. E. Bowers, Agt., J. H. Hamilton Co.

Parnell, Ia., May 3.—Prospect for crops is good in this vicinity. An increased acreage of oats and probably of corn, as an unusual amount of new ground was broken. Supply of grain in farmers' hands is small.—C. B. Vance, agt. Neola Eltr. Co.

Waukee, Ia., May 5.—The grain trade is very quiet here at present. Farmers are busy getting ready to plant corn. Oats are looking good. We expect some business as soon as corn is planted.—M. L. Anderson, agt. Des Moines Eltr. Co.

Ware, Ia., May 3.—Oats looking fine and with an increased acreage over last year, prospects are good for a crop considerably larger than the last; corn planting has been delayed some by cold, wet weather, but will be well along by the 15th.—R. H. Patterson, Agt., Wheeler Gr. & Coal Co.

Luverne, Ia., May 3.—Crops are looking fine; small grain coming nicely; a good stand put in. Some farmers are beginning to plant corn this week; ground is in excellent shape. There will be a large acreage of all grains this season owing to excellent condition of all low lands.—C. E. Phillips, agt. Peavey Eltr. Co.

Woolstock, Ia., May 3.—The small grain is looking good. The ground was in excellent condition for putting in the grain this spring and bids fair for a good crop of oats in this section. Considerable plowing done last fall. Farmers all busy preparing the ground for planting corn; no planting done yet.—Wm. H. Nail, agt. Nye-Schneider-Fowler Co.

Zaneta, Ia., May 5.—Spring work progressing rapidly and farmers all busy planting corn; ground in good condition; plenty of moisture and small grain—mostly oats, with some barley—looks splendid. Very little No. 3 corn raised last year; feeders offering \$4.29 a bushel for same; prospects for a big crop this season.—J. J. Wiltfang, Agt., Nye-Schneider-Fowler Co.

Schleswig, Ia., May 4.—The crops look good here as we have had plenty of rain, but it has been a little too cool to make a good growth. The farmers are finishing their planting for corn and are contemplating, if the weather permits, to start planting next week. The grain trade has been quite slack as the farmers are so busy. This is not much of a grain country as the farmers feed the bulk of the grain they raise.—J. J. Ladenburger, Agt., Nye-Schneider-Fowler Co.

Alexander, Ia., May 4.—Oats sown for 1905; a good stand and looking fine; 10 per cent more sown than for 1904. Acreage of corn will be 10 per cent more than for last year if it keeps dry; none planted yet. Farmers are just about ready for planting corn. The oat yield for 1904 was 30 bus. per acre and a good quality. Corn also 30 bus. per acre but poor; had to be sorted over or it would have rotted in crib. Almost all corn is shipped out or will be used here. Very few oats left to go on the market.—Geo. Messeheiser.

Ackley, Ia., May 5.—Acreage of oats and corn will be somewhat increased this season over that of the past three seasons, for the reason that there will be fewer acres lost in low places by the wet condition of the land. The grain thus made will amount to something like 5 per cent. Condition of land generally good, with sufficient moisture for present purposes. Stand of small grain quite satisfactory; growth of oats at this date not as large as some other seasons with which we might compare, but up to fair average. There will be little corn planting done this week, but next week, if favorable, the work of planting will be general and with ten days of good weather the work will be well toward completion. Will not be much shipping surplus of corn in this section this summer.—E. D. Vorhes.



J. M. Brafford, New Secy.
Indiana Grain Dealers Assn.

bly enough in farmers' hands to supply the home demand.—B. Miller, secy. Star Mill Co.

Fort Branch, Ind., May 3.—The growing wheat crop is looking very nicely and an unusual prospect for a large crop. A large oat and corn crop is expected for this locality as the sales of seeds for oats have been the largest ever sold.—Fort Branch Eltr. Co.

Lewis Creek, Ind., May 2.—Growing wheat never looked better. We are expecting a good yield and all No. 2. The only drawback to wheat in sight is the very small acreage, which is owing to the fact that the 2 years crop were almost wheat failures. A very large acreage of oats, for this locality, was sown this spring; all up and looking well.—J. W. Victor, with Nading Mill & Grain Co.

INDIAN TERRITORY

Dawson, I. T., May 7.—Oats and wheat are looking fine at this time; however, during the winter and early spring the small grain prospect was poor; indeed the season is very late here; corn which should have been planted not later than Apr. 1st, is not all in yet; it has been a very damp, cold spring.—J. W. Corwin, Mgr., Dawson Commissary Co.

Chelsea, I. T., May 4.—Spring very backward in this section and farmers very late with their spring work, on account of the extremely wet weather which we have had; there will be a good acreage of corn planted here but it will be late; average oat crop sown and in fair condition; winter wheat in good condition and bids fair to make a good crop, but acreage below an average, caused by the dry weather at seeding time. Our supply of old wheat exhausted and we are having to ship in wheat for our mill; more corn held by farmers this season than usual; considerable corn coming to this market now.—U. S. Jeffries, Mgr., Chelsea Milling Co.

IOWA

Spirit Lake, Ia., May 5.—Farmers have started putting in corn; and small grain is looking fine.—J. E. Knudson & Co.

KANSAS.

Atchison, Kan., May 3.—The condition of the wheat crop is excellent.—Cain Mill Co.

Beeler, Kan., May 4.—Wheat looks fine; never better; large acreage sown.—O. P. Rively.

Windom, Kan., May 2.—Wheat looks good; plenty of moisture. Corn coming up.—B. Ellwood, Jr., Agt., Kansas Grain Co.

Sylvan Grove, Kan., May 5.—Prospect for the wheat crop is very promising.—F. E. Nefzger, Agt. Midland Eltr. Co.

Cedarpoint, Kan., May 3.—The growing wheat crop is in excellent condition. Old wheat all marketed.—P. P. Schriver.

Bentley, Kan., May 1.—Wheat and rye are looking well now. Oats growing slow. Corn almost all planted and coming up good. Some old corn in this locality yet, but old wheat is all gone. Feed trade is good and everybody is happy.—J. A. Armour.

Palmer, Kan., May 4.—Wheat is not good, is thin, spindling, spotted and yellow, with some Hessian flies; oats fair; corn planting about finished; some old wheat and considerable corn in farmers' hands; deliveries light.—W. C. Brown, Agt. H. C. Strohman.

Colby, Kan., May 4.—Probably an increase of 5 to 10 per cent over last year's acreage in wheat in this (Thomas) county; fine rains yesterday; everything looking fine, best ever known; small grain two weeks earlier than last year; rye beginning to head out.—Colby Milling Co.

Tisdale (Winfield P. O., R. R. No. 6), May 5.—Crop at present indicates as near a failure as we have had for eleven years; oats not over three inches high and dying; corn that is up dying and a great deal sprouted and dried up; wheat in very bad condition; must have rain soon or all crops as well as grass will be entire failures.—F. M. Bailey & Son.

Bellaire, Kan., May 4.—Kansas is having plenty of wind for the last week and should it continue long wheat will be badly hurt. Some farmers are now complaining that their wheat has been damaged. Corn planting is progressing slowly. Farmers have sold most of their surplus old corn and grain has stopped moving.—C. M. Isom, Mgr. O. H. Schenck & Co.

Valeada, Kan., May 4.—Wheat prospects good, best in a number of years, while this locality has not over 45 per cent of usual acreage; corn planting pretty well over, about one-third yet to be planted, acreage very large. We hope wheat will be of a better quality than last year; oats look fairly well, but we had a late spring and they were muddled in.—Valeada Eltr. Co.

Clyde, Kan., May 4.—Acreage of wheat slightly larger than last year; wheat at present in excellent condition, but a strong south wind for the last three days has undoubtedly done some damage. It will be difficult to estimate yield at present, but with perfect conditions until harvest and fine harvest weather, the yield will be in the neighborhood of 18 bus. per acre.—Clyde Milling & Eltr. Co.

Wellsville, Kan., May 4.—We are having an early spring and most vegetation is starting nicely, but has been retarded lately on account of its being too dry. However we had a good shower last night that makes things look brighter to-day and if we get further rains in a few days the corn will be nicely on the way. Oats have been shortened by dry weather.

Flax is looking well. Very little wheat sown in this vicinity.—C. A. Smith, Mgr. Star Grain & Lumber Co.

Colby, Kan., May 4.—The vicinity of Colby never had as good prospects for a bumper crop as now; wheat is a fine stand, is 20 days earlier than usual and moisture enough in the ground now to put it in the head; ground thoroughly soaked down about two feet; barley looking fine and bids fair for a good crop; macaroni wheat has been sown here the last two seasons with good success; 35 per cent larger acreage of grain than last year.—R. C. Mayne, Agt. Midland Eltr. Co.

KENTUCKY.

Versailles, Ky., May 1.—The outlook for wheat is very good, the condition being about 90 per cent.—J. Andrew Cain.

Payne's Depot, Ky. (Midway P. O., Route 1), May 5.—Wheat crop looking well throughout central Kentucky.—Phil J. Weisenberger.

Frankfort, Ky., May 5.—The winter wheat condition is 92, reports the Kentucky Commissioner of Agriculture, as compared with 90 in Apr. and 90 on May 1 last year. Rye condition is 96. The oat area is 100 per cent of average; prospective area of corn, 100.

MARYLAND.

Baltimore, Md., May 6.—The crop report for the first week in May in the surrounding states is all to the good. Weather could not be more favorable to the growing wheat if made to order, and the wheat shows it by its color and strong growth. Oats are about all seeded and many fields are up and showing nicely. Corn planting is well under way and with exception of low and spouty ground, where there has been some excess of moisture, will be completed the coming week. There is no telling what the almanac man may have in store for us in the future, but every day is adding to the prospects for abundant crops.—B. M.

MICHIGAN.

Lansing, Mich.—Geo. A. Prescott, Secretary of State, reports the condition of wheat compared with an average 96 per cent. Not over 90 per cent of the acreage sown will be plowed up because of winter killing, and the damage by Hessian Fly will not exceed 2 per cent. The condition of rye compared with an average is 95 per cent. The acreage sown to oats as compared to 1904 is 98 per cent.

Okemos, Mich., May 6.—Acreage of wheat a little below the previous year; oats much larger and corn will be much larger; wheat and oats to date the nearest to 100 per cent I ever saw them; wheat came through both the winter and spring perfect and the weather has been cool and right to cause it to grow and harden up; it has a fine top but a finer bottom. Farmers plowed extensively last fall; never before sold so many plow points in one fall, and the spring has been cool for plowing; consequently oats are all up and some corn has been planted. I look for the largest acreage of corn and all put in under favorable conditions. Oats and clover both look fully 100 per cent.—John I. Saltmarsh.

MISSOURI.

Holden, Mo., May 5.—Wheat acreage about 50 per cent of what it was last year in this vicinity; present condition about 80 per cent of normal crop.—Conner Milling & Eltr. Co.

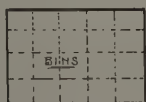
Carrollton, Mo., May 3.—Our wheat and corn crops last year were failures and the mills outside of the larger cities did very little. Our growing crop looks fine and corn planting is about done, so that our hopes are rising every day for the coming business.—Stipp & Co.

Jeffriesburgh, Mo., May 4.—During the winter, when the wheat was covered with snow, and the long cold snaps with a thick coat of ice and snow, a great many of the farmers thought that our wheat was smothered. When the snow left and the wheat showed up fine these same farmers felt good and took courage at the good prospects. Now, though, we hear complaint on all sides of the fly killing the plant. Some have plowed down part of their wheat and sown oats or are planting corn in its place. If conditions do not change this immediate locality will not have more than half a crop. On May 4 considerable hail fell; the ground was white.—M. W. Bauer.

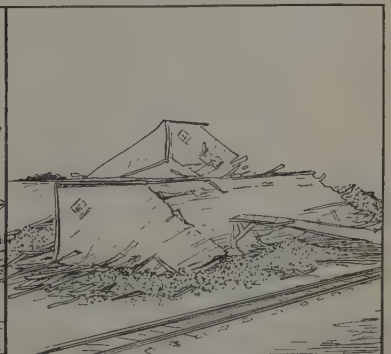
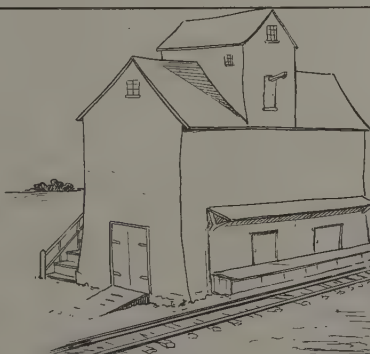
Gallatin, Davies Co., Mo., May 5.—Prospects for wheat the best in years in the southern part of county; acreage not quite as large as usual, but it is making a strong growth and will be ready to harvest ten days earlier than usual; no rye here to speak of; wheat in northern half of county not as promising as in southern half; large acreage of oats sown and prospects are good on all early sown ones; at least one-third more corn will be planted in this county this year than ever before; ground in good shape; planting just commenced. At least one-third of last year's hay crop left over; prospects good on new crop.—F. G. Fulton.

Columbia, Mo., May 3.—The wheat crop has made most excellent progress and except where the crop was poorly planted on account of drouthy conditions last fall the crop is in excellent condition. All the large wheat producing counties report from good to an extra condition. The average condition for the entire state is 91, compared with only 81 at the same time last year. The lowest condition is in the southwest section where it is only 84, caused by the extreme drouth of last fall. Only a few correspondents report any damage from Hessian fly and the indications now are that the fly will cause but little damage to the present crop. Cool weather at this time of the year is not a detriment to wheat, provided it is not suffering from other causes. The acreage this year is estimated at 2,333,250 acres, which is only 3 per cent below the acreage harvested last year. There was an increased acreage of oats sown this year, the acreage for the entire state being 12 per cent more than that sown last year. The cool dry weather has retarded the growth somewhat but the average for the state is fairly good, present condition for the entire state being 87, which is 10 points above the condition of the crop at the same time last year. Generally over the state the soil has been in fine condition this spring for plowing, and a much larger acreage of corn has been planted than for the average season at the same time of year. Nearly all the counties of the southwest and eastern sections of the state and counties of northern Missouri as far north as a line drawn across the state from Hannibal to St. Joseph, about 75 per cent of the crop had been planted by May 1. Cool weather has retarded planting in the extreme northern part of the state, the farmers preferring to wait until the ground gets warmer. In the extreme northern

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counties not more than 10 per cent of the crop was planted May 1. In the southeast section planting has been retarded by wet weather. A majority of the correspondents throughout the state report the early planted corn coming up to a fairly good stand. In some sections, however, there is considerable replanting to do. At the same date last year only 17 per cent of the entire crop was planted compared with 52 per cent planted May 1 this year. The average condition of all the crop that has been planted is 80, which is 15 points above the condition one year ago. If favorable conditions continue a very large acreage of corn will be planted.—Geo. B. Ellis, Secretary State Board of Agriculture.

MINNESOTA.

Luverne, Minn., May 3.—Crops are coming up fine and just enough rain to keep them growing. Wheat acreage slightly increased; oats about the same; barley decrease; corn same.—X. X.

Minneapolis, Minn., April 27.—Wheat seeding is practically completed as far north as Grand Forks. Probably 25 per cent remains to be seeded in the Red River Valley proper, and 10 per cent north of the N. P. Ry. line has been taken care of. As a whole, the soil conditions of the three states have been better this year than at any time within ten years, and as the amount of plowing done last fall was unusually large and the price of wheat high, there has been every reason for a large acreage of spring wheat. The information which we have been able to gather leads us to believe that there will be about the same acreage of wheat in South Dakota as last year; possibly a small increase. Minnesota and North Dakota will apparently increase about 10 per cent. We have investigated, as carefully as possible, the condition of the fields sown with rusted light-weight seed and compared the plants and rootlets with those in fields where good seed was used. At present there is a slight difference in favor of the plant grown from the heavy seed. The latter seems to have put out more rootlets, but all conditions have been exceedingly favorable and we think it within the range of possibilities that the light-weight seed will bring forth a good plant.—The Van Dusen-Harrington Co.

NEBRASKA.

Eddyville, Neb., May 5.—Prospects for fall grain very good.—Agt. Omaha Eltr. Co.

Heartwell, Neb., May 4.—Small grain is looking fine. Farmers are just commencing to plant corn.—E. W. L.

Elk Creek, Neb., May 4.—We are in need of rain for the wheat and oats. Corn planting has begun.—F. M. Saum, Mgr. Hayes-Eames Eltr. Co.

Hadar, Neb., May 3.—Present outlook for crops is good in this locality. Corn planting will begin in a few days.—C. Ringsted, Agt. Nye-Schneider-Powder Co.

Elwood, Neb., May 4.—Wheat in fine condition, acreage not as large as last year; grass a little late owing to so much cold weather; ground in fine condition for corn planting.—L. M. Millen, Agt., W. H. Ferguson.

Dawson, Neb., May 4.—Wheat is looking fine and promises good crop. Corn planting is progressing under the most favorable conditions; ground in good condition for planting.—W. A. Albright, Mgr. John H. Lynds Mill & Eltr. Co.

Elba, Neb., May 4.—While the weather has been on the cold and damp order small grain is looking fine, winter wheat especially. Farmers are busy plowing for corn; planting will be in full blast next week.—J. F. Webster, Agt. Omaha Eltr. Co.

Douglas, Neb., May 4.—Farmers are rushing the planting of corn; some are thru. Oats growing and growing well. Corn planting is just commencing, of which there will be a large acreage planted.—Ed. Reynolds, Agt. Omaha Eltr. Co.

Fullerton, Neb., May 4.—This portion of the state is a winter wheat growing section and the crop is looking just fine. The past winter and so far this spring the weather has been very favorable for the crop. Oats are coming well. Corn planting is just commencing, of which there will be a large acreage planted.—Ed. Reynolds, Agt. Omaha Eltr. Co.

Holmesville, Neb., May 4.—Prospects for wheat good in this vicinity; never looked better at this time of the year; acreage about the same as last year. Corn planting progressing slowly; most the farmers have just begun; is pretty cold for corn. Oats all sown and up; most of them look good.—Geo. Hunkle, Agt. Neb. Eltr. Co.

Genoa, Neb., May 3.—Our grain prospect was never better; that is winter wheat. We're having plenty of rainfall. Not over 10 per cent of last year's crop of wheat in hands of farmers. Corn is also well shipped out. Our assessor's report shows about half as much corn in hands of farmers as last year at this time.—Hiram Lewis, Agt. Wells-Abbott-Niemann Co.

Huntley, Neb., May 4.—Acreage of winter wheat 20 per cent larger than last year, with conditions above the average; spring wheat is a thing of the past in this county; oats and barley coming up nicely, acreage about the same as last year. Compared with last year, about 80 per cent of ground will be planted to corn. Farmers are planting and the ground is in excellent condition.—E. Lowe.

Harvard, Neb., May 3.—Winter wheat is looking fine, in fact, it is the best prospect for a crop we have had for several years. Oats are all up and growing nicely. Corn ground nearly all plowed and some planting being done. Ground is in excellent condition and full of moisture. Crop prospects never looked brighter in Nebraska for a full crop of all kinds of grain.—M. J. Daily, Agt. McConaughy Grain Co.

Davenport, Neb., May 4.—Wheat in this section (northwest part of Thayer Co.) looking somewhat affected by the Hessian fly; the hard winds we have been having have also blown quite a lot out of the ground; oats doing nicely, but wind is hurting them some; corn planting commenced; farmers report that ground is in good condition and if everything proves favorable will have a good crop.—A. D. Duncan, Agt.

Omaha, Neb., May 5.—The past few weeks have been exceptionally fine for the growing wheat crop and it is certainly in very fine shape. Much damage by Hessian fly was feared last fall, but present indications show that with the exception of one or two sections, and those small ones, no damage has been noticed this spring. All report that wheat never looked better. The oats are showing up nicely also and unless they are damaged later by too much rain or hot winds, etc., Nebraska will have a good crop. But very little corn has been planted as yet, but the heavy rains during the past ten days have put the ground in excellent shape for this work.—E. C.

Hour, Neb., May 5.—The crop prospects were never better at this time of the year. Winter wheat stood the cold weather well and is a fine stand. We have had a short dry spell that retarded its growth but recent rains have revived it and every field looks fine. No damage in this locality from the fly. Spring oats are coming along fine. It looks like every grain sprouted, as the stand is exceptionally good. Farmers pay more attention to good seedling than has been the practice heretofore. Corn planting is well begun; the ground is in fine condition and the seed that is being used is almost perfect. Altogether the prospects for this year's crop are very bright.—E. J. Tucker, Mgr. Baker-Crowell Grain Co.

NEW JERSEY.

Pittston, N. J., May 5.—Prospects of wheat and rye crops in this vicinity good; we think fully 95 per cent; most of the farmers have their oats in and are preparing ground for corn of which there will be more than an average planted.—Suydam & Little.

NEW YORK.

Interlaken, N. Y., May 5.—Present outlook here is for full wheat crop; rather early to make an estimate, but wheat never had any better start or any better conditions to grow in than this spring. Spring grain nearly all in the ground and put in under favorable conditions; all we need is weather to give us a good crop of grain all round.—L. C. Bradley & Co.

NORTH DAKOTA.

Cooperstown, N. D., May 4.—Wheat seeding practically finished, and that is saying a good deal for this part of the county, as last year at this date we were just trying to get into the fields. Early seeding for a few years has been decidedly the best, so here's for a good crop.—E. I. Hamilton, Sec'y, Farmers Eltr. Co.

OHIO.

Delisle, O., May 6.—The grain crops all promise to be record breakers.—Drew Bros.

Findlay, O., May 3.—Winter wheat never looked better at this time of the year.—Gorrell & Kimmell.

Circleville, O., May 3.—Never had a better outlook for a wheat crop. Great amount of hay being baled.—J. F. Bales & Son.

Forest, O., May 3.—The outlook for a good crop of all grains is flattering in this section.—Wm. Lindsey.

Haviland, O., May 2.—Grain is about all on the market. The prospect for the new crop is very good.—John Eikenbary, Mgr. Ireton Bros. & Eikenbary Co.

New Carlisle, O., May 3.—Wheat is looking exceedingly fine and promises a bumper crop. Oats are looking fine. Corn now planting.—W. W. Morris.

Millersville, O., May 6.—Wheat in this section looking fine, acreage below the average; of oats not as large as last year.—G. F. Aldrich, with P. H. Daub.

Belleville, O., May 3.—Wheat in the ground looks fine, finest for years back; oats coming on good; farmers planting corn; acreage large.—Frank Shafer.

Wengerlawn, O., April 29.—Wheat looking fine; oats starting well; some corn planted. Not much corn in farmers' hands; not much oats and no wheat.—J. W. Beck.

Urbana, O., May 3.—We have a fine prospect for wheat and oats in this section. There will be an unusually large acreage of corn put in here this year.—John Geron.

Mt. Heron, O., May 2.—Acreage of wheat is small, but what is out is looking fine. The oat crop is about the same as last year and is doing finely.—H. A. Bailey of Bailey & Teegarden.

Middlebranch, O., May 4.—Growing wheat never looked better in Stark Co. at this season of the year than it does today; wheat selling at 90c against \$1.15 thirty days ago.—Miller & Combs.

Pioneer, O., May 3.—Oat seeding very late on account of wet weather. Wheat prospect good; acreage below the average. Stocks of grain in farmers' hands practically exhausted.—Mgr. Pioneer Eltr. Co.

Pemberton, O., May 3.—Oats all sown and looking fine; large acreage. Wheat promising a large crop. Some corn being planted; will be large acreage. Grass coming forward very fast.—Simmons & Faulkner.

Mason, O., May 3.—Wheat and oats looking very well; about one-half of corn planted; ground in fine order; about 10 per cent of wheat, 15 per cent of corn and 20 per cent of hay crop of 1904 in farmers' hands.—Albert Dill.

Cedarville, O., May 4.—We have not had a finer prospect for wheat in 5 years, at the first of May. The stock of wheat in farmers' hands today is not 5 per cent of 1904 crop. Mills are also low in wheat.—Kerr & Hastings Bros.

Oxford, O., May 3.—The acreage of wheat is 90 per cent; acreage of corn and prospect for oats 85 per cent. Wheat is a fine crop; condition over an average. Oats all up and looking fine. Corn is being planted.—McDill & Hilday.

North Creek, O., May 2.—Crops looking fine; wheat looks better this spring than it has for years; oats growing well, but very little corn has been planted; the hay crop is advancing nicely.—C. C. Schafer, Agt. Morrison & Thompson Co.

Navarre, O., May 3.—Wheat looks well and we have had rains recently to make plant grow well; big oats acreage and ground in fine condition to plant; farmers ready to plant corn the coming week.—Will H. Stahl, Mgr. Zinsmaster Bros.

Plankton, Crawford Co., O., May 2.—Prospects for new wheat crop in this section never were better; oats all out and coming on fine; new meadows excellent, none frozen out; corn planting will now begin, plowing for same now under way.—F. Thompson.

Atlanta, O., May 4.—We have a fine prospect for a crop of wheat and the ground is in fine shape for planting corn; farmers are in a rush planting corn, every one is up with his work; oats and grass doing fine; finest prospects I ever saw.—C. G. Campbell.

Elmwood, O., May 3.—Wheat is in fine condition; rather short growth. Some oat-fields begin to show green and are coming up in fine shape. A few will be late, there always are, preparing for corn. We have had all the rain we need. Weather conditions could not be much better. Very little old wheat on hand now. Oats held for better prices. Old corn is higher here than in New York.—F. S. Hanley.

Toledo, O., May 8.—"The growing crop is looking fine and indicates a big yield. I have no reports of any bad pieces. A frost is the only thing that could injure the crop," says E. H. Culver. James Hodge: "Growing crops have rarely been

equaled. The condition of wheat, corn, oats and clover is perfect. "The crops are looking the best I have seen them for years," said H. W. De Vore. "The wheat, oats and grass fields are in perfect order and indicate big harvests. It is most too early to say anything about clover other than the fields look well. Farmers began planting the corn crop the first of the month, about two weeks earlier than last year. A year ago I made a report that, according to information received from grain dealers and elevator men throughout this section, the wheat crop had depreciated 50 per cent in two weeks on account of very destructive floods. This spring there have been no signs of any floods, and the weather has been perfect. Everybody interested in the coming harvests are looking forward to very large yields. As Frank I. King puts it: 'Crop damage reports have been fewer this spring than ever before.'"—H. D.

Columbus, O.—The official report of the Ohio Dept. of Agri. gives the condition May 1st of wheat, 90 per cent; winter barley, 84, and rye, 91. Of spring barley the area sown as compared with last year is 81 per cent; total area of barley sown last fall, 85 per cent; sown this spring, 64 per cent; of oats the area sown as compared with 1904 is 92 per cent. The area for 1904 as returned by township assessors was 1,381,998 acres and the estimated area for the harvest of 1905 is 1,267,582. Wheat has been damaged by the Hessian fly 14 per cent, by other insects, 7 per cent. Of clover the acreage sown as compared with last year is 91 per cent, while the average date of seeding is March 24th. Weather conditions during the early part of April were unfavorable to the growth of the plant, but during the middle and latter part of the month warm weather and frequent showers were very beneficial, and wheat now shows 90 per cent of a full average, a gain of 6 points since April 1. The oats area reported at this time is not equal to that of last year, but many fields have not yet been sown, owing to the wet condition of the ground. Last year the area seeded was abnormally large, owing to the fact that 17 per cent of the wheat seeded was plowed up in the spring and a large percentage of these fields was sown to oats. The total area reported is 1,267,582 acres. This is 114,416 acres less than reported by the township assessors last year. Plowing for corn is quite general throughout the state, but the work has been retarded in some places by the heavy rains.—M. W. Miller.

OKLAHOMA.

Waukomis, Okla., May 5.—Prospects for wheat crop are good.—Geo. M. Lovell.

Cleo, Okla., May 4.—All grain needing rain badly; wheat and oats practically at a standstill; wheat on heavy land in bad condition, is firing badly; with most favorable weather from now on, harvest straw will be short, which will make heads correspondingly short. I would put yield at present prospects at about 12 to 15 bus. per acre; acreage about 60 per cent of average amount planted.—H. W. Hutchinson.

Carmen, Okla., May 3.—Crops for the past year have been very good here in wheat, corn and kafir corn; large acreage of winter wheat, oats and barley which have made fine growth, but are needing rain badly at the present time; should we have a general good rain in the next few days prospects will be fair for a good crop; the last day or so of high winds has done considerable damage to growing crops; today is cloudy, with wind to northeast, almost too cool for rain. No wheat for shipment in farmers' hands here; considerable corn has been shipped from here to Texas and about one-third is still in farmers' hands.—L. C. Ross.

OREGON.

Pendleton, Ore., May 4.—The reservation south and east of here presents the most thrifty appearance and the prospects are for the finest wheat crop in the history of the county. South of Adams the wheat is nearly knee high and of a dark green color. In a few instances fields were slightly injured by frost, but the volunteer grain has grown up, is nearly as high as the fall-sown wheat, and will likely mature as soon as that sown earlier.—M. C. E.

SOUTH CAROLINA.

Abbeville, S. C., May 6. — What grain sown in this state is looking well and just now we are having plenty of rain; if the seasons continue good there will be more oats and wheat raised here than there has been for years.—B. K. Beacham.

SOUTH DAKOTA.

Bright, S. D., May 3.—Crops a little slow in growth owing to cold weather and but little rain.—G. W. Gauge.

Bard, S. D., May 3.—Small grain up and looking fine; plenty of moisture; a little too cold for this time of year.—F. H. Lynn.

Brandt, S. D., May 4.—Present outlook very flattering for good crop here this season; everything is well up and we are having plenty of moisture.—P. J. Peterson, Mgr. Farmers' Mutual Eltr. Co.

Lesterville, S. D., May 4.—The condition of the growing crop is healthy. Moisture enough to promote the growth satisfactorily. Acreage of wheat, oats, rye and corn the same as last year.—H. J. Fischer, agt. McCaull-Webster Eltr. Co.

Ellis, S. D., May 3.—The grain is looking fine now. We had enough rain to make the small grain grow in fine shape. The crop is about the same as last year, except the acreage is 25 per cent less than last year, and oats 25 per cent more.—W. F. Algulre, mgr. Farmers Eltr. Co.

White, S. D., May 3.—Grain all sown and a good portion up and looking finely; the heavy rain the 2d will start the tube sowing along in fine shape; owing to the cold weather grass is backward, but will now come on rapidly; about 80 per cent as much wheat sown as in 1904.—Mgr. White Roller Mills.

Redfield, S. D., May 3.—Wheat crop all in the ground and mostly up, the earliest seeded and best all-round conditions in 20 years; heavy rains the past 48 hours have soaked the ground and put it in good condition for plowing for corn; acreage of wheat slightly increased here, probably 5 per cent; very little old wheat in farmers' hands.—H. S. Comer, Local Mgr. Geo. C. Christian & Co.

TEXAS.

Plano, Tex., May 2.—Owing to excessive rains the wheat and oats crops are not as promising as they should be.—N. L. Stevens.

Roanoke, Tex., May 4.—Crop prospect only fairly good; too much rain; about 60 per cent. Spring crops are very poor, owing to wet. Harvest will be early; some wheat in full head now.—S. J. McGinnis.

Roanoke, Tex., May 4.—Wheat in this immediate vicinity will class very near 100 per cent; never saw it better; prospects look good for the elevator man.—Foster-Brand Eltr. Co.

Rhame, Tex., May 4.—The prospect for wheat is good; large acreage. If the crop continues as it now looks there will be 400 cars or more marketed at this point. Oats are fine. Corn is doing well and we expect a prosperous year. Plenty of rain and a finer season we never had.—H. Hudson & Co.

UTAH.

Logan, Utah, May 4.—Weather conditions all over this state are ideal for all grain crops, both winter and spring, wheat especially; never were prospects more favorable and we look for larger crops than for several years past. On account of the good prices existing for three or four years past our farmers are gradually increasing their acreage of winter wheat, but spring wheat sections are gradually diminishing on account of the greater returns being made from the planting of sugar beets, this industry now taking precedence where irrigation is resorted to. This applies to oats and barley (rye never having been planted very largely) and to oats especially, as they command high prices. In fact, this state has had to import from Montana and Washington fully 75 per cent of its requirements for the last three or four years, and the demand seems to be steadily increasing, due largely to the extensive railroad building all over this state, Idaho and Nevada.—H. G. Smurthwaite, Mgr.

WASHINGTON.

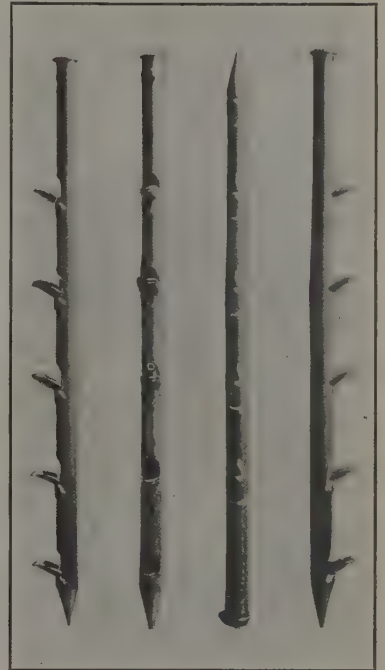
Walla Walla, Wash., May 4.—All the grain, both rye and wheat, sown last fall will be harvested. The condition of all winter wheat, its normal growth and vitality, as represented by 100, will average 95 per cent. Winter rye averages 100 per cent.—M. C. E.

The American Society of Equity, which has been advising growers to hold wheat for \$1.20, will become unpopular if the recent decline to 87 cents is repeated.

A New Grain Trier.

A new trier has been invented by one of the inspectors of the Cincinnati Chamber of Commerce Grain Inspection Department which has several important advantages over the triers of old design.

Those who have tried the double-tube trier, one tube of which fits tightly within the other, well remember how often the trier became so clogged with dirt and broken grain they were unable to turn the inside tube after the trier had been plunged into grain. The grit and small



A New Grain Trier.

kernels which became wedged in between the tubes soon induced users to discard them.

The trier with the wooden plug is very good and probably used more extensively than any other, but when cars are loaded near to the roof, the sampler cannot obtain a fair sample from the corners of the car, because he cannot pull the plug out after the trier is plunged into the grain without knocking a hole in the roof.

In hope of overcoming the disadvantages of the old designs the Cincinnati inspector designed a trier, which is made of a brass tube and having hinged lips covering the openings in the side. The lip has a flange at its outer edge so that when the trier is plunged into the grain the lip is pressed tightly against the side of the tube, but the minute the trier is pulled out, the lip working in the hinge flares out and diverts samples of grain from its immediate surrounding into the tube, so that when the tube is finally drawn out it contains a correct sample of the grain in that part of the car.

The trier was invented by deputy inspector Edw. F. Dennis, who has been connected with the dept. for 17 years as an inspector of grain and hay.

Annual Meeting of Nebraska Grain Dealers

The seventh annual meeting of the Nebraska Grain Dealers Assn was called to order by Pres. J. Bell of David City in the Ball Room of the Millard Hotel, Thursday Apr. 27 at 2:40 p. m. who read the following address:

Secy. H. G. Miller of Omaha read the minutes of the last annual meeting which were approved.

Secy. Miller read his annual report.

Treasurer Miller read his financial statement for the year.

Both reports were adopted.

An invitation from the Secy. of the Grain Dirs Natl Assn to the officers and members to attend the annual meeting of the Assn. in Niagara Falls June 2-3 was read.

An invitation from the Omaha Grain Exchange to attend the theatre and from the Omaha Com'l Club to attend its monthly smoker in the Club Rooms at night were read.

A vote of thanks was given those whose invitations were presented.

Nominations for the Nominating Comite were called for and the following were selected: F. D. Levering, Burlington; A. H. Bewsher, U. P. R. R.; N. B. Urdike, N.-W. R. R.; A. F. Sturm, Mo. Pac. R. R.; F. E. Coe, Rock Island; J. W. Holquist, M. & O. R. R.; and L. Speltz, Great Northern and Burlington.

W. F. Gillispie, Mynard, asked what has been the experience of members with automatic grain scales.

After a short recess A. H. Bewsher, secy. of the Nominating Comite, reported the following nominees for officers for the ensuing year: Pres., N. A. Duff, Nebraska City; Vice-Pres., J. T. Evans, Lincoln; Governing Board: E. N. Mitchell, Lincoln; W. B. Banning, Union; C. C. Crowell, Jr., Blair.

The Comite offered an amendment to the Constitution and by-laws increasing the Governing Board by two members and nominating G. J. Railsback, Ashland, and A. H. Bewsher, Omaha.

The amendment was adopted and the nominees elected.

Upon motion of Geo. S. Hayes Mr. Bell was asked to act as chairman pro tem. in the absence of the new Pres. and Vice-Pres.

Adjourned for executive session.

PRESIDENT'S ADDRESS.

Gentlemen: Ever since the creation there has been a halo of magic influence connected with the number seven.

Six days work followed by a day of rest, established the Omnipotent week, which Jew or Gentle, Mohammedan or Pagan, Methodist or Adventist have never attempted to disturb, although seriously disagreeing about which should be the seventh or rest day.

The Leviticus law fixed the seventh as Jubilee year.

Seven years of plenty followed by seven of famine, with the vision of a dream, centered the grain trade of Old Egypt in one man, who manipulated the first "corner" of which we have any record—that of John W. Gates is the last.

Today closes the seventh year of the Neb Grain Dealers Assn, a cycle which represents one-tenth of the allotted life of man, I welcome you, one and all, to this annual meeting, for the transaction of such business as may regularly come before you.

It is also a fitting time to take a retrospective view of the past—a stock account of the present and to aim accurately for the highest degree of future success.

Clearing away the rubbish of a former organization, which fell in ruins, the

foundations for our present organization were laid deep and strong. And to the credit of those who took the first active part—be it said—the foundations laid, have nobly carried the superstructure. Utt and Chambers and Bewsher, with their cabinets, have proven themselves master workmen and deserve the highest encomiums, while at the present incumbent, I leave you to throw your own bouquets. And now, like the wandering congressman, let us ask—where are we at?

Financially—This, our worthy Secretary-Treasurer will answer presently and to



W. B. Banning, Union, Neb.

your full satisfaction. Having checked over every item of his year's work, I know whereof I speak.

Where are we at?

Intellectually—We have passed our kindergarten stage—are well along in our demeritary education and expect to graduate by the end of our second seven year cycle. Our graduation depending, however, upon how thoroughly we have mastered the ground already gone over and how well we may use this knowledge in the future.

Where are we at?

Socially—With moderate and isolated exceptions—the fraternal feeling was never better than at the present time.

Organization has done for the grain shippers of Nebraska that which could never have been accomplished without it. Mutual and reciprocal interests have turned jealousy into forbearance, suspicion into confidence, antagonism into moderation.

Organization has manacled selfishness, given prominence to equity and a whole-some respect for the rights of others.

Organization has done all this and more, and if, as already stated, it has failed, in isolated cases to accomplish its purpose, the blame rests upon individual egotistical arrogance—and not upon organization.

Where are we at?

Morally—Our very efficient Secretary, who has this feature of our association in hand when questioned, says, "that not a single instance has come under his observation wherein any member has kissed another member's wife—and if such playful indulgence has been carried on with the servant maid—it has not been reported to him."

Allow me to congratulate you upon such a record—no other organization could do better.

Seriously, gentlemen, I am proud of having had the honor of presiding over a body of men whose integrity in the realm of commerce stands clear up at the top. We are a representative body for square dealing, payment of honest debts and the sensible method of arbitrating differences. This is only as it should be and is convincing proof that wholesome organization tends toward moral elevation.

In my official correspondence with the outside world, during the year, many

flattering compliments have been paid our association along this line—while but one refractory case has been reported—and this will be dealt with as it deserves. In fact has been dealt with by expulsion.

But what of the problems which confront us—and what are they? Excessive rains, excessive draughts, high prices, low prices, Hessian fly, crop failures, and the crop of farmer agitators that never fails.

Of these and many other petty annoyances—normal and abnormal—the most prominent is the one universally and commonly called "Farmer's Co-operative Business Associations."

And lest I might be misunderstood, allow me to state frankly and above board, that there is not in my mind, the faintest tinge of sarcasm or the least desire to unjustly or arrogantly criticise the men engaged in the most noble and useful vocation upon top of God's green earth.

Elbert Hubbard has said: "God never did a better thing than when He turned Adam and Eve out of Eden and said to them: 'Now children get busy.'" And if the multiplied millions of their descendants had kept on raising fruits, grain and stock, instead of raising Cain, a suffering people would have been spared the infliction of Cassie Chadwick, Frank Bigelow and John D. Rockefeller. But what would become of Foreign Missions? We wouldn't have needed any—and while on this well worn subject I must momentarily throw in, in parenthesis (the fences of our home missions need repairing.)

Pardon my digression. Returning to the subject of farmers organizations for the purpose of buying and shipping grain. The question covers a broad field, a discussion of which I will not attempt at this time, but as I understand it, the subject will come up for discussion later, in executive session. I will therefore confine myself to a few pertinent interrogatives that may furnish food for reflection and open the way for discussion:

1. The origin of farmer's elevator companies?

2. Are the grain dealers responsible?

3. Do the organizations represent the better class of farmers—if not why not?

4. The vicious penalty clause?

5. Terminal disposition of grain?

These and many other points will, no doubt, be touched upon. In the meantime let us ask ourselves, introspectively, what should be my attitude toward the farmers organization? What general attitude should our association take in meeting this condition?

Pacific, I hope, because for more than a quarter of a century the farmer has been my friend and largely my support. Therefore my friendship and kindly feeling for my farmer neighbor and friend is warm, deep and abiding. And if a small per cent of farmers do not and will not have it so, I am not responsible.

Permit me in closing to congratulate the members upon the past; the past: firm security and standing of the present, and a hope that there is still before the Nebraska Grain Dealers Association, a bright and glorious future.

CONVENTION NOTES.

D. L. Croysdale distributed vest pocket note books.

Peoria was represented by C. C. Miles of P. B. & C. C. Miles.

Kansas was represented by W. S. Washer, Atchison.

G. H. Cramer and G. H. Birchard represented the elevator building fraternity.

The Chicago Exchange was represented by C. G. Case, H. Hahn of Gerstenberg & Co., Wm. Nash and J. W. Radford.

St. Louis sent the following delegation: B. Evans, Goffe & Carkener; S. T. Marshall; A. Samuel; H. H. Savage, with Brinson-Waggoner Grain Co.

At a meeting of the Governing Comite of the Assn. held May 2, H. G. Miller was reelected Secy-Treas. for the ensuing year.

The Orpheum caught the crowd. More than 60 enjoyed the vaudeville and—attended the lecture and smoker, which was a real treat.

The Minneapolis market had the following representatives in attendance: A.

F. Brenner, W. H. Chambers, C. F. Hahn, W. S. McLaughlin and A. S. Moritz.

The following Omaha dealers attended the meeting: G. E. Barnes; S. M. Bray, rep. Williams-Fitzhugh Co.; F. J. Campbell; C. F. Davis, Harris, Scotten Co.; W. S. Dexter, J. Rosenbaum Grain Co.; J. H. Hamilton; E. E. Huntley; M. Merriam; F. F. O'Leary; G. C. Thompson; E. R. Thresher, with Armour Grain Co.; E. C. Twamley; N. B. Updike, Updike Grain Co., and T. D. Worral.

The following machinery firms were represented: Barnard & Leas Mfg. Co., by M. M. Snyder; Hall Distributor Co., by Thos. F. Hall; Invincible Grain Cleaner Co., by E. A. Ordway; Kingsland-Kay-Cook Mfg. Co., by A. H. Kay; The Otto Gas Engine Works, by B. P. Ordway; Weller Mfg. Co., by F. J. Weller; and York Foundry & Machine Works, by W. C. Bailey.

Kansas City's delegation consisted of the following: C. M. Boynton, Harris, Scotten Co.; G. S. Carkener, Goffe & Carkener; D. L. Croysdale; L. A. Fuller, Thresher & Fuller; S. P. Hinds; W. E. Hotchkiss and H. T. Mulhall, representing the Southwestern Elev. Co.; T. Logan; Wm. Murphy; T. D. Phelps; G. A. Roberts, representing Ernst-Davis Grain Co.; O. A. Severance and J. C. Gurnea, Home Grain Co.

The following Nebraska dealers were in attendance: J. Anderson, Holdrege; H. L. Aden, Raymond; E. E. Barber and W. T. Barstow, Lincoln; E. D. Bartling, Nebraska City; J. Bell and S. J. Bell, David City; E. P. Betts, Eagle; G. P. Bissell, Central City; H. O. Boyd, Lyons; Wm. Burke, Friend; W. H. Cratty, Elgin; E. E. Crue, Tilden; A. F. Diels, Scribner; J. E. Dorsey, Cordova; M. E. Duff, Nebraska City; L. F. Ellermeier, Swanton; J. M. Elwell, Springfield; J. A. Gilbert, Waco; Geo. S. Hayes, Lincoln; P. S. Heacock, Falls City; J. W. Hiler, Edgar; J. W. Holmquist, Oakland; C. F. Iddings, No. Platte; S. F. Kellner, Beaver Crossing; C. A. McCloud, York; F. H. McCarthy, Union; W. C. Moore, Iowa; N. J. Murray, Plattsmouth; C. T. Neal, Lincoln; A. V. and E. B. Nelson, York; I. B. Purcell, No. Bend; G. A. Roberts, Lincoln; A. R. Roberts, Dorchester; Wm. Rundberg, Ong; L. Spelts, David City; A. P. Stafford, Nebraska City; T. L. Stewart, Palmira; E. J. Tucker, Howe; C. J. Torpin, Oakdale; J. J. Trompen, Hickman; G. W. Warner, Pickrell; R. C. Wenzell, Eagle; F. W. West, Wisner.

First Aid to the Foolish.

For Acute Desire to Speculate—One knockout drop (mild to medium) in half a glass of water every morning before breakfast. Repeat in half an hour if patient is still restless. Dose need not be administered on Sunday, as on that day the exchange is closed.

The May wheat corner is largely a figment of the newspaper imagination. The heaviest holders never had so much wheat but that they were unwilling to have their following sold out at the bottom. The decline in July wheat from \$1.02 to below 88 cents also was prearranged. No advance will start until those most heavily interested can figure out a big short interest. As yet the short interest is believed to be so small as to justify only a soda water rise.



H. Lee Early, Cincinnati, Pres. Chamber of Commerce.

H. Lee Early.

H. Lee Early, who was elected President of the Cincinnati Chamber of Commerce at its last election, has long been identified with the grain business, having started in it at Lawrenceburg, Ind., with Mr. L. B. Daniels, his present partner, in 1882. At that time they dealt in farmers supplies, bought and shipped hay and grain. Seven years later they sold out and moved to Cincinnati, taking a long lease on the old Big Four storage warehouse. Their sales soon amounted to \$40,000 a year and continued to grow, until at present they are said to be in the neighborhood of \$3,000,000.

Long since their business outgrew the Big Four warehouse. An elevator and a hay shed were erected to provide additional facilities, and finally the Big Four Elevator, which has a capacity of 450,000 bu., was taken under a long lease.

Mr. Early was one of the early workers for the Receivers and Shippers Assn., of Cincinnati, of which he is also Pres. This Assn., was established for the purpose of securing proper adjustment of freight rates and shipping charges, proper provision of facilities for prompt handling of the freight traffic of Hamilton County, the prevention of unjust discrimination and the safe-guarding of the general interests of the city and county.

This organization is one of the most influential in the city.

Mr. Early is also one of the active workers and promoters of the Cincinnati Associated Organizations which seeks to promote the industrial and commercial interest of the city.

Hay Exhibit at Toledo.

A hay exhibit will be a great attraction at the convention of the National Hay Assn., Toledo, July 18-20. Members of the Assn. are requested by Pres. H. G. Morgan of Pittsburg, Pa., to write him stating the number of bales and kinds of hay, straw and forage they will show. The sample bales should be covered with burlap and consigned to the National Hay Assn. Exhibit, care of H. H. Driggs or Raymond P. Lipe, Toledo.

To Mr. Carnegie.

Should your wealth still refuse to take wings,
And your purpose seem doomed to defeat,
You can make it go faster, O, good iron-master,
By taking a flyer in wheat.

Grain and meal sacks are almost always made of bark paper in Japan, for it is not easily penetrated by weevil.

A Modern Elevator for Oats and Shelled Corn.

The plan of a country house would depend entirely upon the quantity of grain to be handled and whether the bulk of the receipts consists of small grain or ear corn. If we were to erect an elevator where we expected to handle 150,000 to 200,000 bushels of shelled corn and oats a year, we would build an elevator 30 x 32, with a concrete foundation, the foundation walls being 3 feet wide at the bottom, 7 feet high and 12 inches at the top. The four piers in the center about 4 feet at the bottom and 12 inches at the top, and wherever possible these piers should be solid walls running from the ends 10 feet, leaving a space in the center for the pit. Unless the ground can be naturally drained, put a steel tank in the pit 5 feet deep made out of three-eighths inch iron. Where one stand of elevators is used this tank should be 10 feet long and 5 feet wide, beveled at the ends.

The two end bins next to the track should start at the foundations and be 40 feet deep, 10 feet square. The three bins over the driveway 10 x 12 feet. This allows a driveway about 12 feet wide. There should be a passage way between the dump floor and the cars. Drop this passage way down on a level with the cars approaching the driveway by a short stairway. Above this passage next to the track there is another bin 10 feet square, leaving say 8 feet head room. This bin extends 40 feet high, same as the end bins.

The cupola is built with the ends to the track and the center bin over the driveway can run up higher than the others, giving added storage. Over the center bin next to the track and as high in the cupola as possible, place an 800-bushel hopper scale with extension, bringing the weighing beam down on the working floor. The cupola should be at least 24 feet high to give the proper fall to the several bins and scales. All bins are hopper bottomed.

A cribbed house is preferable, although a studded house properly built will give entire satisfaction. If studded the studing should not be over 8 feet, and 7 feet would be better. It should be plated with four thicknesses of 2 x 8 and the studding is 2 x 8, with 12-inch centers. It is rodded through with 7/8-inch rods. We have found rods with a 4-inch flat head on one end with washer and nut on

the other more satisfactory. These heads should be countersunk on a flush with the sheeting on the outside.

We would use No. 2 flooring for the sheeting on the outside, putting the smooth side in. Then cover the building with No. 26 galvanized iron plates, 28 x 32 inches in size. The galvanized iron sheet would cover up the flat heads of the rods and will make a complete job. Use No. 26 galvanized iron for roofing, cut in proper lengths so that one sheet on each side of the comb would make the roof on both cupola and main building.

The machinery in such a building should consist of a 12 H. P. gasoline engine in a brick or concrete house 12 feet away from the building. The engine room has a concrete floor. Under the concrete floor at one side is the cistern, 5 feet deep, and the length of the engine room. Let two ends and one side of the concrete wall of the engine room extend down to the bottom of the cistern, then only one wall needs to be run in to complete the cistern. The gasoline cylinder should be cooled by a rotary pump.

The power is taken into the main building by a jack shaft connected directly on to the main shaft of the engine, with the shaft clutch inside of the elevator to throw in and off the power. The power should be carried to the cupola with an 8-inch, 4-ply rubber belt. The upper line shaft should make 150 revolutions, from which we would take the power from a 10-inch sprocket to a 36-inch sprocket on the elevator head shaft. The pulley in the head of the elevator is 42 x 16. The grain discharges into a turn-head operated from an indicator stand on the working floor.

We would discard stairs entirely and use a man lift from the working floor to the cupola. There is sufficient room at one side in the 10-foot square space from the working floor to the cupola, where the power is taken up and the elevator stands are located.

The driveway should not be more than 8 feet high and where the location is such as to admit going into the ground 3 1/2 feet, a very easy approach can be secured in 60 to 70 feet, the descent 40 feet. Concrete piers should be placed for driveway posts and the floor should be made out of 3 x 4 stuff 1 inch apart.

We would put two dumps in this elevator, or we can put in one dump with a double sink. Instead of putting in one stand of 7 x 15 cups, two smaller stands of elevators can be put in, but by putting

in a 7 x 15 cup and two dumps, one of the dumps can be used for ear corn, with a drag chain in the bottom for elevating ear corn, which can be thrown into a crib adjoining the elevator if desired. In describing the above elevator we have in mind a station where the bulk of the grain consists of shelled corn and oats.—*W. H. Saffern in Grain Mans Guide.*

Plan of Concrete Tanks.

Millers and grain elevator owners who need additional storage have, in many cases, erected steel tanks immediately adjoining their working plant and thus obtained the storage required without increasing the fire hazard. A few have constructed additional storage tanks of tile, brick and concrete. Illustrated herewith is a plan of two concrete bins of 12,000 bushels capacity each designed by Fred Friedline.

The foundation of the concrete tank is in reality a continuation of the bottom of the bin. The walls at the bottom of these bins are 9 inches thick and taper to 6 inches at the top. The weight of the stored grain is partly carried by the earth filled in under the bottom of the bin. The side or sides of the concrete tank can be made thicker or hollow if thought advisable to reduce the probability of grain within being damaged by heat outside.

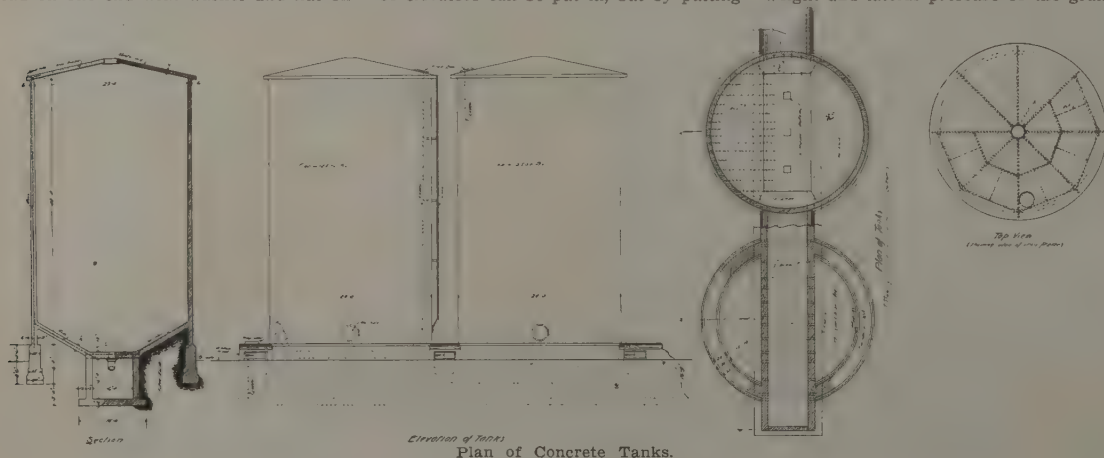
The roof is formed of solid concrete molded into I-beams, channel iron and rods and is covered with roofing tar and gravel.

Underneath the bins is a concrete tunnel covered with concrete reinforced with rails or I-beams. The tunnel is lighted with windows.

The bottom of each tank is hopped to three openings, the slant of the bottom on two sides being 60 degrees and on the other sides 30 degrees, so that the tanks will be self-cleaning or at least so near so that the balance of the grain can be swept out with a light broom.

In and outside of the wall of each bin is a ladder, giving ready access to the bins at top and bottom where manholes are provided. It is estimated that the cost of such a tank will be about 10 cents a bushel, depending somewhat on the locality and the cost of freight on material shipped in.

The walls of tanks are re-enforced with iron bands and rods, to make them sufficient in tensile strength to withstand the weight and lateral pressure of the grain.



Plan of Concrete Tanks.

Building an Elevator.

BY H. G. BUSHNELL.

An elevator cannot be called a work of art, but it can be designed to present a good appearance and not add materially to its cost nor impair its working qualities.

If your building has the appearance of a neat, finished job and you keep it clean and in good repair, it will draw trade just as a neat store attracts customers. You know the roughest of us appreciate appearances to some extent.



Albert Seckel. Deceased.

Any structure designed to carry a heavy load must be built strong enough, and have sufficient foundation for its capacity when loaded, or at some time an accident will occur.

We will assume that any experienced mason or reliable contractor will execute his work well and use good material, therefore your care must be to see that the amount of wall area or footings on the ground, and which are under the sills that carry the load, is sufficient to stand the pressure; for example: good authorities establish the fact that a square foot of foundation bearing (on the ground) will support from 3,000 to 7,000 lbs. according to the kind of soil, thus if your building is to have a capacity of 30,000 bus. of grain, it will, when filled with wheat, contain 1,800,000 lbs. plus the weight of the elevator building which may be put at 250,000 lbs. or a total of 2,050,000 lbs. and on good prairie soil it is safe to figure 5,000 lbs. to the square foot, so you would need a ground bearing area of 410 square feet to sustain the load.

Where the sills rest upon the wall it is well to have them 6 to 3 inches thick by 10, or 12, inches wide; this will aid in equalizing the pressure. Where posts are used between the mud sills and the main sills be sure that enough are put in so that the pressure will not exceed 300 lbs. to the square inch where the sills rest on the posts or you are liable to have your posts crushing into the sills.

Thus in our building if 10x10 inch posts were used, it would need one for each 30,000 lbs. of weight or a total of 68 posts, so distributed as to stand about equal strain on each and then well braced to resist the wind pressure.

The size of the bin joists depends upon the span,—for example, a 3x10 joist though longer, supported in the middle as well as at the ends, will carry more weight than a 3x12 supported at the ends only. Bin joists should be placed about 12 inches on centers.

Use 2x10 for alley and driveway joists instead of 2x8 as many do.

The dimensions of the cribbing can only be determined by the size and depth of the bins. Most builders consider it necessary and always do put angle braces in each corner of all bins (except possibly very small ones) spaced about 4 feet 6 inches apart, and to make a really good job these should have a bevel piece on top of each brace to shed the grain. In large and deep bins the lower braces should be at least 3 thicknesses of the cribbing or they may break under the load.

All dimension lumber used on the work, except the cribbing, should be No. 1.

All spouts should be lined with iron if made of 1 inch stock, otherwise insist on 2 inch stock being used. It will pay to have your direct loading spout of well casing.

A good grade of paint is almost sure to improve the looks of your job.

Death of Albert Seckel.

Albert Seckel, a popular member of the Chicago Board of Trade, died Apr. 29, at his Riverside residence. Mr. Seckel, while on a southern trip with friends, became suddenly ill after eating shellfish, and hurriedly returned from New Orleans to Chicago.

The firm of E. Seckel & Co. was established in 1862, and since the death of Adolph Seckel in 1895 Albert Seckel has been the head of the firm. Mr. Seckel was born in Chicago in 1859, and for the past 30 years has been a leading citizen of Riverside. He was highly esteemed by his fellow members of the Board of Trade, where he was active in promoting the best interests of the trade, though personally quiet and unassuming in manner. He was the president and founder of the Riverside bank, and one of the trustees of the E. A. Driver estate. He is survived by his wife, daughter and son. A portrait of Mr. Seckel is given in the engraving herewith.



Harry H. Hill, Cincinnati.

H. H. Hill.

H. H. Hill, who has recently taken an interest in the Southern Grain Co., of Cincinnati, has been identified with the grain business about 16 years, having started in the office of Orr & Granger in that city. After this firm dissolved he operated a grain elevator at Dayton, Ind.

With the organization of the Union Grain & Hay Co., in 1893, he entered the employ of this company and remained with it 10 years, attaining the position of Asst.-Manager. He withdrew from this company and joined in the organization of the Metzger-Hill Co., several years ago.

Mr. Hill has served on various standing committees of the Chamber of Commerce. He was chairman of the Grain Committee which has effected many important improvements in the grading of grain and at present is a member of the Board of Directors. He is also a member of the committee having under consideration a complete overhauling of the weighing system of Cincinnati.

The Southern Grain Co., with which Mr. Hill has now become identified, is composed of J. Allen Smith and Benj. Morton of Knoxville, Tenn., and J. C. Hellner of Cincinnati. He has a host of friends in the trade who will wish him much success in his new place.

Information regarding drawback allowed on Canadian wheat exported in the form of flour, is being withheld from the trade, by the Treasury Department, as the figures would expose the transactions of a Minneapolis milling company.

After controlling the markets of this country for months, inducing thousands to become interested, maintaining the price of the actual wheat at a figure which has proven the bane of every miller in the country, and frightened dealers and handlers of flour so that they were always dubious, these manipulators sneak out in the night and pay for the privilege.—Baltimore Produce Report.



Horse Shoe Falls from Suspension Bridge. Annual meeting Grain Dealers National Association, June 2-3.

POINTS OF INTEREST AT NIAGARA FALLS.

The American Falls.
Bridal Veil Fall.
Goat Island Drive.
Cave of the Winds.
Whirlpool Rapids.
Canadian (Horseshoe) Falls.
Trip under Canadian Falls.
Three Sister Islands.
Rapids, above the Falls.
The Whirlpool.
Lower Rapids.
Devil's Hole, where, in 1763, Seneca Indians surprised and massacred 100 British soldiers.
The point where Capt. Webb lost his life, in attempt to swim rapids.
The point where Blondin crossed the river on a rope.
Incline to foot of American Falls.
Trip on "Maid of the Mist" into the heart of Niagara.
Trip on Belt Line, including the famous Gorge Route.
Brock's Monument.
Queenston Heights and its battlefield.
The only Suspension Bridge now connecting the United States and Canada.
Picturesque Ravine, the original outlet of Niagara river.
The Beautiful Village of LaSalle, where, in 1699, Explorer LaSalle built and launched the "Griffon," the first vessel to ply the waters of the Great Lakes.
Ancient Chippewa and its famous battlefields.
Lundy's Lane Battlefields.
Queen Victoria Park.
Paradise Park, near Niagara-on-the-Lake.
Through the lower river, and across Lake Ontario to Toronto.
Electric Illumination of Whirlpool Rapids, at night.
World-famed Orchards in the Niagara Fruit Belt.
The Tonawandas—greatest lumber market in the world.
Lewiston, the oldest trading post on the frontier. Here Daniel Webster practiced law, and Cooper wrote his thrilling "Leather Stocking Tales."
Location of first teamway built in America—this in 1764.

Youngstown, with its many points of historic interest.

Fort Niagara—United States Garrison, with the world's universally-admitted finest rifle range.

Grand Island, where, in 1826, Major Noah laid a corner stone and proposed to create a new City of Jerusalem. Rendezvous of the Fenians. Scene of stirring incidents in the French-English war.

Niagara Falls Power Co.'s plant—the earth's greatest power station.

Niagara Falls Hydraulic and Manufacturing Co.'s power plant and factories.

Canadian Power Plants, in course of construction.

Marvelous industrial section of the city.

Natural Food Co.'s Conservatory—model industrial plant of the world.

Country Club—golf links, etc.

Fishing grounds in upper and lower river.

PROGRAM NIAGARA FALLS MEETING.

The Program of the Annual Meeting of the Grain Dealers Nat'l Assn is as follows:

Invocation—Rev. A. S. Bacon, Niagara Falls, N. Y.

Address of Welcome—Hon. O. W. Cutler, Mayor, Niagara Falls, N. Y.

Address of Welcome—L. S. Churchill, Buffalo, N. Y.

Response—F. O. Paddock, Toledo, Ohio.
Secretary's report and financial statement.

Appointment of Committees.

Reports of standing Committees:

Advisory Committee—J. M. Brafford, Indianapolis, Ind.

Grain Improvement Committee—J. L. McCaul, Minneapolis, Minn.

Legislation Committee—Chas. England, Baltimore, Md.

Grain Car Equipment Committee—H. A. Foss, Chicago, Ill.

Trade Rules Committee—C. A. Burks, Decatur, Ill.

Arbitration Committee—Jay A. King, Nevada, Iowa.

Address—Hon. James Wilson, Secretary of Agriculture, Washington, D. C.

Credential Committee report.

Resolution Committee report.

Auditing Committee report.
Nominating Committee report.
Election of Officers.
Adjournment.
Inspection by delegates of the Natural Food Conservatory.

CHIEF INSPECTORS WILL MEET.

The annual meeting of the Chief Grain Inspectors National Ass'n. will be held jointly with that of the Grain Dealers National Ass'n at Niagara Falls, N. Y. June 2nd-3rd, 1905.

The exhibit of samples of grain will be left to the pleasure of individual members.

J. D. Shanahan, Sec'y.

DELEGATES TO NATIONAL MEETING.

Several of the grain Exchanges have already appointed delegations to the meeting of the National Assn., at Niagara Falls.

The Indianapolis official delegation will consist of F. M. Murphy and E. W. Bassett.

The Memphis Merchants Exchange will be officially represented by Jos. J. Wade, W. P. Brown and W. F. Yates.

A. T. Anderson, Commissioner, will represent the National Board of Trade.

Minneapolis, Boston, Baltimore, New York, Kansas City and Chicago have signified their intention of appointing delegates and Secy. Goodrich of the National Hay Assn. states that that Assn. will probably send a large delegation to the meeting.

THE WAY TO NIAGARA.

Dealers, who have traveled to previous annual conventions of the Grain Dealers National Ass'n., are fully convinced of the great advantage and the added pleasure of traveling to the meeting in a party. Hence it is much better for all to go by the same route if it is possible to make such an arrangement.

The Michigan Central, which is known as the Niagara Falls Route, will have a new train for the special accommodation of Niagara Falls passengers, which will leave Chicago at 4:30 every afternoon and arrive in Niagara Falls in time for breakfast. The equipment of this train is up to the high standard long since established by the Michigan Central and every accommodation will be given dealers going to the convention.

Although the reduced rate tickets will be good on any of the trains of the Michigan Central within three days prior to the opening of the meeting, special sleepers will be attached to the 4:30 train on June 1st to accommodate the large number of dealers who will desire to arrive at the Falls on the morning of the 2nd. These special sleepers will be for the exclusive accommodation of the members of the Ass'n., their families and friends. Reservations in these cars can now be made by letter to L. D. Heusner, Gen'l Western Passenger Agent of the Michigan Central, at 119 Adams St., Chicago, Ill.

As announced in the last issue of this Journal, a rate of one and one-third fares for the round trip on the certificate plan will prevail.

Mr. Gates probably will not lose sight of the fact that his loss in the late wheat deal will be gauged by the size of his ordinary bet.—*Chicago Tribune*.

Terminal Conditions.

BY SPECTATOR.

It is quite the habit to demand of R. R. Co's that they shall provide watchmen for the yards, at terminals, and most of them do; but has any one ever thot of suggesting that cars which are held on track, awaiting switching orders, shud be kept within a space capable of being watched? I have in mind a city where the yards of one road extend in an unbroken line for something like five miles. The upper reaches are in a wilderness known only to the R'y employes, tramps, half-grown boys and car thieves. For the last named it is a paradise. No watchman intrudes upon them here; they have only to dodge an occasional train crew or yardman, and there is fat picking, for, strange to say, this is one of the favorite places for sending loaded cars. Down in the yards, proper, are rows of empties—all carefully watched. Large numbers of loaded cars are there, also, but such freight is distributed in little patches over the entire area of the switching district and one finds it the thickest at the extremes, where, outside of the settled neighborhoods, it is entirely unguarded.

* * * * *

We read how mine-owners are growing rich by the treatment, according to improved processes, of what have always been known as "tailings." One doesn't have to go outside of the grain trade to see the same thing worked—tho not in as legitimate a way. The various "—ing's" are very numerous. There are, to cite concrete examples, "screenings" and "sweepings." Each of them often comes under the general head of "stealings," and especially "sweepings." Do country grain dealers, I wonder, have any idea of the extent to which they are plundered in a year by this simple little practice? Probably not; yet it is affirmed with something more than a shadow of truth that whole families are supported by the combination of a car-floor and a broom. This evil does not obtain everywhere; in many places it is carefully guarded against; nevertheless it is all too common, and it can hardly be successfully perpetrated without the connivance of employes at certain terminal elevators. Here is a matter deserving investigation—not in the perfunctory style usual to such investigations, but with the aid of skilled detectives.

* * * * *

In going thro the R. R. yards, the other day, I chanced to make a detour which took me past the wagon scales on which grain is weighed by an employee of the local board, and the sight that met my eyes was simply disgraceful. The entire platform was covered by a thick veneer of mud and refuse of this kind and that which clogged the sides and must have seriously interfered with the working efficiency of the scales. I have no doubt that the accumulation of dirt did something to counterbalance the latter evil, for it must have added largely to the actual weight of every load; but what a commentary this condition (which still exists) is on the "supervision" of shippers' interests by the local exchange, of which so much boast is made. I presume the chief weigher visits the scales at intervals, but to my best knowledge the weighing committee *does not*; in fact, I do not believe one of them has been near the R. R. yards for months past. If any-

one cares to find out what market I am referring to, he will do well to look up the nearest "official" wagon scales in his vicinity, for, while these remarks have especial reference to one particular place, it is quite possible that they may be given a wider application. The much-lauded wagon scales will bear "looking into" almost anywhere.

Russia in Control of International Wheat Market.

The world's wheat crop of 1904 was 3,162,404,000 bus., which is not very much less than the 3,230,533,000-bu. crop of 1903, as reported by the U. S. Dept. of Agri.

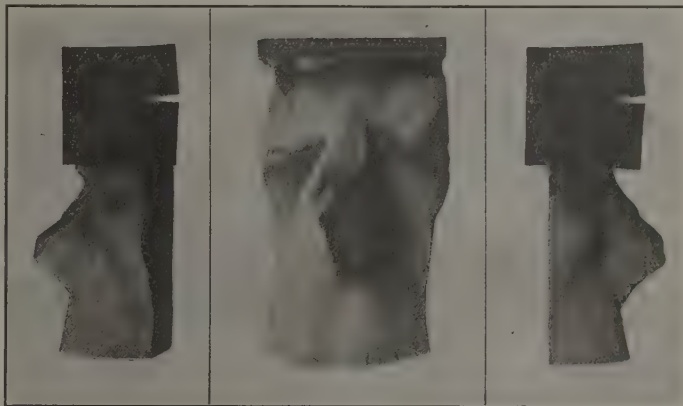
A comparison of the two years shows the principal decreases to have been 68,500,000 bus. in the United States, 68,000,-

Damaged by Abrasion.

It is not often that the engineer entrusted with the building of a large terminal storage elevator will permit grain to be spouted direct against one of the supporting pillars of the house, but a case recently came to light in Chicago where this was done. A large section had to be removed and the renewed part protected by heavy iron.

Illustrated herewith are different views of the remains of the post. The cross section of the post which is shown by the piece on top of the worn section shows the post originally to have been 10 x 10 inches. The grain wore away the wood about the knots in the post; the knots being so much harder seemed to withstand the wearing and take on a very pleasing polish.

The three different views of the sec-



Section of Post from Chicago Elevator, Worn Away by Falling Grain.

000 in France, 29,000,000 in Italy, 25,000,000 in Hungary, 20,000,000 in Roumania, 18,000,000 in Spain, 11,000,000 in Great Britain and 10,000,000 in Asiatic Russia.

Increases were made of 65,000,000 bus. in European Russia, 64,000,000 in Australasia, 60,000,000 in British India, 20,000,000 in Argentina and 7,000,000 in Austria. The surplus of India, Australasia and Argentina has moved freely and kept Europe fully supplied at moderate prices.

Russia's 1904 wheat crop is the third of consecutive big crops, and is 220,000,000 bus. greater than the crop of 1900. The Russian crop has not moved to any considerable extent, partly on account of poor transportation and partly because the Russians have held their wheat at a higher price than importing countries were willing to pay. The policy of holding wheat which the Russians have followed for the past year may be expected to continue to the end of the Japanese war, after which importing countries probably will be drowned in a flood of grain.

In 1748 the biggest primary grain market was Conover's Mill, just above New Brunswick, N. J. The building is now being demolished. As many as 500 wagons were unloaded there in one day.

Rice flour is being tried in the baking of bread and cakes by the people of the rice belt with good results. It is hoped the use of rice in bread will rescue the market from its depressed state.

tion of the pillar worn away by the falling grain clearly indicate how very much the house was weakened by abrasion due to the grain falling upon it.

Wherever possible it is far better to arrange the spouting and bins so that most of the grain handled will fall on grain which has gone before and thus prevent the wearing away of bin walls or supports.

Elevators Needed in Argentine.

The Tinglado Law provides that every railway passing through an agricultural district must construct sheds of sufficient capacity to store all the grain that may be given them for transport. The capacity of our ports is notoriously inadequate, when the farmer has no granaries for protecting even a portion of his harvest, and when those in the grain trade do not deem it convenient to construct warehouses in the rural centers where they buy up the grain or in the ports through which they ship. In spite of these observations, the complaints of farmers and shippers are continuous, without having up to the present been given a practical solution. The whole trouble lies with the ports which are not able to deal with the increased traffic, and with the grain merchants for not modernizing their methods. —Review of the River Plate.

Mexico is harvesting a big wheat crop. Strikes of grain loaders are rumored in Russia.

Elevator Boots.—I.

BY R. M. PIERCE.

The leg of an elevator including the receiving and distributing devices attached thereto is the most important feature in the structure. The devices mentioned are the vital organs of the whole system.

All the grain passes through them, some of it may go direct into cars, some to the separator, some to the bins for storage, or elsewhere, but *all* of it must pass through the leg, and through these devices.

The boot receives it all, and should be so designed, and constructed, as to perform its functions perfectly, and economically, or trouble and expense attaches to every bushel of grain handled.

It is a lamentable fact, however, that with few exceptions, there has been little or no improvement in the design of boots since the installation of the first one ever used.

It holds the pulley in place, and holds the grain discharged into it, and that is all. It is designed for nothing more, although performing the most important function of any machine in grain elevation. This does not apply to every boot made, but to nearly every one.

The moment grain enters the boot one would think the machinery therein, would be ready to care for it, but this apparently, is not so. An attendant must be at hand, to feed it in, and watch its process, or a *choke* occurs; and a more disagreeable duty to perform is hardly known, than entering a dark, dusty pit, with a lantern in one hand, and with the other, attempt to clear the clogged grain

in the boot through the small wicket in one side; mixing it perhaps with other grain still remaining on the pit floor from previous chokes; for one is almost always in a hurry when a choke occurs, and this hurry to elevate *more grain* usually ends in a choke. Knowing that this calamity is likely to occur at any time in an elevator it may be almost truthfully said, that instead of designing a boot to *prevent* a choke; the *choke* is accepted as a *necessary fact*; and all the elevating paraphernalia about the boot is built around it, designed to accommodate itself to the choke; i. e. the cups and belts, are selected double the size necessary, so that when used to half capacity, will handle the necessary grain, without so much danger of choking, and the boot made double the size which otherwise would be required, and thus we find that the "*choke*," and not the "*function*," is the basis upon which the boot is designed.

Having made this preliminary statement I will in a subsequent article, explain more in detail some of the important features that are to my mind much overlooked by designers, constructors and users.

Germany's proposed change in the tariff will place a duty of about 18 cents per bu. on corn. The Kaiser has tried in vain to keep out American meat, and it is hoped his attempt to deprive the United States of one of its best customers for corn will likewise fail. The Baltimore Chamber of Commerce will urge the Dept. of State at Washington to use its influence to minimize the discrimination against the United States.

20,000 Bushel Elevator for Small Grain.

Many of the grain dealers of the Northwest seem to be building better elevators and equipping them with more machinery in hope of utilizing to better advantage everything that the grain grower brings to market. Illustrated herewith is the plan of a 20,000 bu. elevator built for Frank Schulte & Son at Naples, S. D., by L. O. Hickok.

The stone foundation is strong enough to carry a weight 50 per cent in excess of the elevator's capacity. The ground dimensions of the elevator proper are 26x31 ft. Between it and the office and engine room is a 1-dump driveway covered by a shed, and outside the office is a 4-ton wagon scale, with a beam inside, so that the operator is convenient to office, engine room and working floor. The engine room is equipped with an 8 h. p. gasoline engine. The drive in this case is of rope but a vertical belt in the leg underneath the cup belt can be substituted if desired. The elevator boot is set in an iron boot tank.

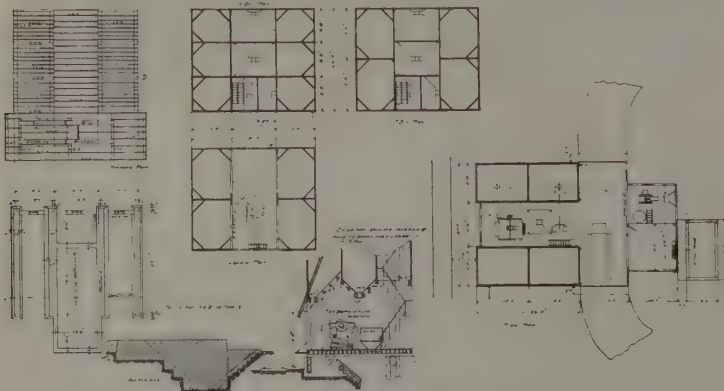
On the first floor is a Barnard & Leas Separator and a 100-bu. hopper scale.

The bin room can be cut up into 7 or 9 bins, as is shown in the plan. Access to the cupola is by means of a stairway. Grain from the elevator head in cupola is sent thru a distributing spout regulated from the ground floor to either of the bins or to the 7-in., steel loading spout which goes direct to cars and gives sufficient fall to insure cars being loaded to their capacity without shoveling.

The platform on the track side of the elevator is arranged so that it can be pulled up out of the way when not in use. When grain is spouted to car from shipping bin carloader or shovels must be used.

Beans were grown in Massachusetts as early as 1602.

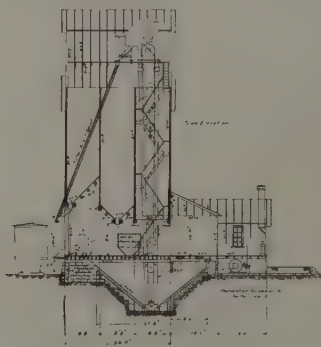
Experts in rice matters in this part of China declare that the price of this great Chinese staple will fully double in the course of the next three months. Their predictions are based upon the unusually low price of the grain and conditions affecting its export. At present, in most of the cities of this consular district, rice is selling at from \$3 to \$3.40 Mexican (\$1.40 to \$1.55 gold) per picul (133½ pounds). Ordinarily, the grain sells at from \$5 to \$5.50 Mexican per picul, or about 2 cents gold per pound. The Russo-Japanese war, however, has prevented some trade in this line this year, and has materially affected the situation.—U. S. Consul Anderson at Hangchau.



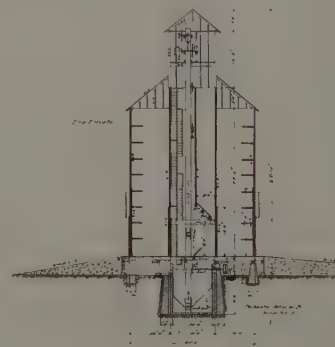
Plan of Foundation and Floors, 20,000-bu. Elevator.



20,000-bu. Elevator, Naples, S. D.



Plan of 20,000-bu. Elevator at Naples, S. D.



Favors Rectangular Bins.

The construction of grain elevators and storage bins is no new enterprise, except perhaps, in new agricultural fields yet to be covered, and even in these, the principles of handling grain are very well understood. The knowledge required and sought for by that portion of the public interested in the handling of grain is purely mechanical and scientific in its nature. The grain handler knows full well the size, shape and number of bins necessary to enable him to carry on his business in conformity with his own ideas. This has all been exploited and figured out in wooden elevator construction, and what he wants to know now is, what are the best methods and materials for making these same forms, etc., fire-proof.

The experimental stages through which fire-proof elevator construction has gone, has demonstrated that the first efforts of those interested in construction have not been entirely successful. This is true in two ways: First, the departure from straight line or rectangular bins for circular bins has made it difficult to adapt these shapes to the particular requirements of the grain handling business, it being almost impossible to combine circles in such a way as to enable machinery to be installed among them in a manner satisfactory to its operation.

Second, there is no economy in building circular bins except in large units, in which case they are too large for practical purposes, excepting for special purposes, and where so used, much danger arises in unloading the bin, for the reason that, if the contents be drawn out close to its circumference the side opposite the outlet remains filled to a greater height, causing the circle to crack, from its tendency to oval up owing to the greater pressure on one side of the bin. Such bins as these are provided with several openings in their bottoms, but the carelessness or ignorance of an operator may destroy or at least damage such a bin almost beyond repair. This applies to bins constructed of all classes of material, but in the case of steel the bin will spring back into shape when the load is discharged, causing little or no damage.

The steel bin, however, of whatever form, is not considered fire-proof for the reason that the shell may become sufficiently heated to set fire to the contents and the whole be damaged or consumed. Again, where these circular bins have been employed in various sizes, the grain has been handled, (excepting in a few instances), either in a wooden or steel working house, containing the unloading, weighing, cleaning and other machinery necessary to handle and convey the grain into the circular bins. This class of elevator is only a makeshift and cannot be classed as a modern grain elevator, for the reason that the working part, whether of wood or steel may be damaged to such an extent by fire as to render either unfit for use, in which case the whole plant becomes idle.

Circular bins other than steel, and particularly those built of porous material, or walls having air spaces between their outer and inner surfaces are much more liable to crack and disintegrate than walls built of solid materials, such as concrete and brick with no air spaces. The cause of this is simple when understood. A bin filled with grain in zero weather remains cold till long after warm, damp weather has set in, and the

result is that the air condenses in the spaces made for it by coming in contact with the cold wall against the grain, which causes a vacuum in the space, and more warm damp air is drawn in from the outside and the process of condensation is kept up till the spaces are filled with water which damages the construction and causes the steel laid in the wall to expand sufficiently to allow the wall to crack and disintegrate. All walls, however, whether built with air spaces or not, but built of concrete, brick or other material (except steel) in circular form are apt to crack, for the reason that the materials that form their walls are in tension and when pressed outward do not contract when the load is removed, but remain where they were forced to go, only to go farther when loaded again.

Concrete or brick walls may be built in circular form with a very fair degree of safety, providing the walls are made sufficiently thick to encase the proper amount of steel to withstand the pressure, and the entire mass set on an absolutely substantial foundation. It has also been demonstrated that solid walls built of the proper materials, and in suitable forms, are much safer for the storage of grain than the hollow wall in any form, except perhaps, in occasional instances.

The straight line or rectangular bin construction is a proposition almost the reverse of the circular form, and to successfully and safely construct such bins requires methods which place materials such as concrete, brick, etc., in compression, using their hardness in conjunction with steel in various forms to withstand the pressure of the grain. While at first sight it may seem impossible to accomplish this result, still, it has been demonstrated that it can be and is being successfully done in various forms and by various methods. This fact brings proof, that it is unnecessary to depart from the methods, shapes and principles in vogue, when the wooden elevator was discarded, and that it is possible to build almost precisely as was done in wood, employing the same devices, machinery, etc., and have the entire construction fire-proof. The advantage of building as was done in wood requires no explanation, as it took years to bring designs to a satisfactory point, and those familiar with the business know what those designs are.

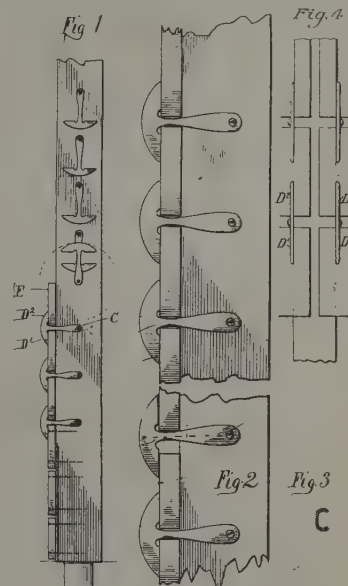
The modern elevator will develop, or has already developed, into an absolutely fire-proof structure, resembling the present style of wooden elevator, except that its outward appearance has vastly improved with the change in materials, but the forms and sizes of bins remain practically the same. The machinery, weighing and conveying facilities remain unchanged, and the construction is so much stronger than either wood or fire-proof circular construction that the operation of machinery in such elevators will be very much more economical and convenient, from the fact that settlement and crushing will be unknown.—*A Minneapolis Elevator Builder in the Commercial West.*

Cordiality, good fellowship and perfect understanding should exist between the various men and organizations engaged in a common cause, and when it does, the principle that "honesty is the best policy" will be more perfectly carried out, and the public to whom they cater will be more certain of always receiving good value for good dollars.—*Bagology.*

Fastener for Crib Siding.

The great advantage of having the siding removable when filling or emptying a corn crib is obtained by securing the siding to the studding with the fastener illustrated in the engraving herewith, on which letters patent, No. 787,550, have recently been granted to Arthur J. Andrews of Melbourne, Ia.

The fastener is a double hook formed into a T-shape. Fig. 1 shows the hooks in three positions on a piece of upright studding. The 4 upper hooks are shown



Fastener for Crib Siding.

hanging from their screws. The fifth hook is swung part way up and around to hold the upper edge of the board E. The sixth hook, C, is shown with its two prongs engaging the lower and upper edges of two boards D1 and D2. The three bottom boards need not be removed and are spiked fast.

Air circulation thru the siding is provided for by the shank of the hooks separating the boards. When the crib is not in use the boards may be stored, the hooks being left hanging to the studding.

Sheet iron is the material used from which to stamp the fastenings. The metal is a little less than 1/8-inch thick. The metal is stiffened by pressing the shank into trough-like form. Fig. 4 shows the edges and Fig. 2 the sides of the fastenings, completely assembled with the stud and boards. Fig. 3 is a cross section thru a shank, the rounding above and below adding to the stiffness of the fastener and also preventing the metal from cutting into the boards.

Some men estimate that to be even with the world means when they owe just about as many as they do not owe.

Separation of red from white rice is possible by utilizing the property of the metal selenium. Light falling upon selenium causes an electric current to flow, and as the intensity of the current depends on the color of the light reflected from the rice, grain those of one color are displaced by the movement of a needle.

Grain Trade News

CALIFORNIA.

San Francisco, Cal.—The Merchants' Exchange Club has taken possession of its handsomely fitted quarters in the Merchants' Exchange bldg. The Merchants' Exchange Mutual Benefit Assn., a life insurance assn. to which all members of the Exchange are eligible, is growing rapidly.

Sacramento, Cal.—The Straut Warehouse & Grain Co. incorporated, \$30,000 capital stock, to carry on a brokerage and commission business, buy and sell real estate, deal in stocks, water rights, sell and pledge its property, conduct a warehouse business, etc. The directors are, Geo. Straut, C. T. LaGrave, E. Billups, J. K. Breede and W. W. Cuthbert.

San Francisco, Cal.—Jos. Magner, of the hay and grain firm of Scott & Magner, returned recently from a trip abroad, bringing with him a sample of Egyptian grain disinterred with the sarcophagus of one of the kings of the Fifth Dynasty, which he purchased from the government which is carrying on the excavations. The grain is of a rich brown color with a berry resembling something between wheat and rye and with a husk extremely well preserved.

CANADA.

Ft. William, Ont.—Muirhead & Co. are building an eltr. and flour warehouse, which are to be completed by June 1.

Fort William, Ont.—The Dominion Government has issued an order prohibiting the loading of wheat at the head of the lakes on Sunday or at night.

Winnipeg, Man.—The Northern Eltr. Co. has contracted to deliver from 50,000 to 80,000 bus. of wheat to Anoka, Minn., via Gretna, Man., and Neche, N. D., over the C. P. and G. N. Rys.

Montreal, Que.—Wm. Dow & Co. have let the contract to the Barnett & Record Co. for the erection of a steel handling house and 6 tile tanks with capacity for 150,000 bus.

Winnipeg, Man.—It is stated that the Canada Malting Co., of Toronto, has let the contract for the erection of a 250,000-bu. eltr. and a large malt house. The plant will cost \$150,000.

Kaleida, Man.—The Kaleida Farmers' Eltr. Co. incorporated, \$5,000 capital stock. Incorporators, Wm. Maloney, Robt. Seward, John Hodgson, Geo. H. Riley and Wm. W. Maloney.

Ponoka, Alta.—R. L. Corey is building a 35,000-bu. eltr. to be completed by Oct. 25. The structure will be 28x32 ft. and 40 ft. high. A 12-h.p. engine will be installed and a cleaner capable of cleaning 1,000 bus. per hour.

Toronto, Ont.—Altho the rules of the Board of Trade are that 40,000 pounds is a carload of heavy grain, an arbitration committee has recently decided that the delivery of 3 cars containing 3,333 bus. does not fill the contract.

Ft. William, Ont.—The C. P. Ry. will install a steam turbine generator in the power plant of its Ft. William eltrs., which will give 2,100 electrical horse

power. The final testing of the new handling house is expected to show that it is capable of taking care of 38 cars of wheat every working hour and handle wheat into vessels at the rate of 100,000 bus. per hour.

Toronto, Ont.—The railroads have yielded to the protest against the order requiring the presentation of the original shipping bills before loading grain out of eltr. The grain dealers have been asked to submit their views in writing, and the regulations will be non-effective pending action by the traffic managers. To present the original bills would delay shipments a week and involve an additional expense of 1/2 cent per bu.

Winnipeg, Man.—Jas. E. George and Geo. Lenton, doing business as grain receivers under the name J. E. George & Co., failed to make returns for shipments aggregating several thousand dollars. The shippers complained to the warehouse commissioner; and the London Guarantee & Accident Co., which was on the firm's bond, had them arrested on three charges of theft. Lenton was released on his own bond for \$5,000, while George procured bondsmen.

Point Edward, Ont.—To correct an impression that grain storage rates had been increased, the Winnipeg agent of the Northern Navigation Co. has issued the following statement: The fact of the case is that on sample lots of grain, which would require to be handled separately, the rate has been increased to 5/8 of a cent per bu., which will include only ten days' free storage. The old rate of 1/2 cent per bu. including thirty days' storage, is still in effect on all regular grades.

Winnipeg, Man.—The wheat inspected during the 8 months prior to May 1, as reported by David Horn, chief grain inspector, amounted to 33,850,050 bus. as compared with 30,149,000 bus. for the same months of the preceding crop year. The inspection of other grains were: 1,351 cars of oats, 293 cars of barley, 276 cars of flax and 1 car of speltz; compared with 806 cars of oats, 151 cars of barley, 498 cars of flax and 2 cars of speltz for the corresponding period of the previous crop year.

Toronto, Ont.—A Toronto grain dealer has been given a favorable decision in an arbitration with an Ontario miller to whom he had sold 10,000 bus. of Manitoba wheat, of which 3,000 bus. went out of condition. The arbitrators decided that the sale was a sale on sample; second, that the evidence failed to establish that the wheat delivered at the time of delivery was not equal to the sample sold on; third, that it was the buyer's duty to determine on delivery whether wheat delivered was equal to sample sold on and in any event objections taken to quality of delivery three months after delivery was too late.

CHICAGO.

Clarence Cole is now with the Merchants' Grain Co. He formerly had charge of the grain shipping department of Regua Bros.

E. S. Hunter has returned after spending the winter in California.

D. C. Cushing, formerly with Sickel, Roberts & Co., is now with Milmine, Bodman & Co.

The civil service bill, with the grain inspection dept. exempt, has passed the Illinois legislature.

The American Malting Co. will build a 5-story malt house on Goose Island this spring. The plant will cost \$50,000.

Chief Grain Inspector W. Scott Cowen has sent inspectors to Minneapolis to study the method of supervising the inspection of coarse grains.

Frank E. Gulick has the sympathy of many friends in his bereavement by the recent death of his wife of consumption. The burial was at Covington, O.

John D. McIlvaine, formerly connected with the Munger and Armour eltr. interests, died Apr. 24, aged 87 years. He retired from active business 15 years ago.

A protest against the limitation of the transit privilege to 5 days has been lodged with the railroads by the transportation committee of the Board of Trade.

Thos. D. O'Brien & Co. have taken the office in Sherman street vacated by W. P. Anderson & Co., who have moved to the offices formerly occupied by John Prindiville & Co.

In the charges brot by Robert Thorburn the legal advice committee of the Board of Trade has decided that a suspended member has no standing as a complainant before the directors.

A trader* at Gridley, Ill., wired buying and selling orders to two brokers in July wheat, promising to send margins by mail. The brokers happened to meet; and the orders were not executed.

The attempt by local Union No. 732, hay and grain teamsters, to stop the delivery of grain to the barns of the employers whose teamsters are on strike, has failed. The Chicago Feed Dealers Assn. resolved that if the union teamsters refuse to deliver where sent they will be discharged.

E. H. Prince was expelled from the Board of Trade May 9 on the charge of uncommercial conduct. He is alleged to have made false reports to customers. The names necessary to confirmation were furnished him by E. A. Range. Prince claims that his settling clerk, John Artman, was in a conspiracy with Range.

A. G. McCampbell, who was suspended 16 years ago from the Board of Trade, has applied for reinstatement. He was formerly of Bryant & McCampbell and the suspension was for five years on a charge of bucket shopping. He is now a clerk in a commission house in Louisville. His application has been referred to the legal advice committee.

Walter Comstock, who has been active in the grain commission business for several years with an office in the Board of Trade building, retired from business May 1 because of ill health. He will spend some time on his farms in Indiana and in Michigan recuperating. Richard Sylvester, the junior partner of Mr. Comstock, will take a month's vacation before resuming business on the floor.

Receipts for 20,950 bus. of No. 2 rye in the National Eltr. were declared irregular by the directors of the Board of Trade at a special meeting Apr. 28. After an inspection the grain committee de-

clared the rye below grade. The Harris, Scotten Co., which operates the house, will be glad to take up the receipts. The grain was taken into the eltr. under protest 15 months ago.

Senator Dixon's bill to legalize Board of Trade transactions was passed by the senate Apr. 26 by a vote of 32 to 9. The bucket-shop contingent is said to have been working against the bill, and in the house May 3 it was laid on the table by a vote of 124 to 70. On the last day of the session the Board of Trade men had enuf members of the house to take up and pass the bill, but four Chicago representatives left on the midnight train and two others did not vote, so the bill was lost by a vote of 71 to 62.

Corn will soon be the principal product of Cook County if the work undertaken by the Cook County Farmers Institute bears the expected fruit. This Institute expects to make every Cook County boy a farmer, and in order to induce him to show his ability as a farmer, this Institute will offer prizes for the best ears of corn and the best essays on the care and cultivation of corn. Pit traders, desiring to give pointers on how to raise corn, should correspond with F. C. Rossiter, Sec'y, of the Cook County Farmers Institute, 91 Washington St., quick.

The following two amendments to the rules of the Board of Trade were adopted by a heavy majority, May 8: To amend Section 3 of Rule XXII by inserting, after the first paragraph of said section, the following: All contracts for corn, unless otherwise specified, shall be understood as for "contract" corn, and on such contracts a tender of No. 1 Corn, No. 1 White Corn, No. 1 Yellow Corn, No. 2 Corn, No. 2 White Corn, No. 2 Yellow Corn, and on and after July 1, 1905, a tender of No. 3 Corn, No. 3 White Corn and No. 3 Yellow Corn, in such proportions as may be convenient to the seller, subject, however, to the provisions of Section 5 of Rule XXI, shall be deemed a valid tender; provided, however, that No. 3 Corn, No. 3 White Corn and No. 3 Yellow Corn can be delivered as "contract" corn only at a deduction of five cents per bushel from the contract price. Also, to amend Section 13 of Rule XXII so that the second paragraph shall read as follows: On all sales to arrive, in the absence of a specific agreement as to the time for shipment, fifteen days arrival shall govern; and in case of excess or deficit on such sales, the excess or deficit shall be settled for on the basis of the fair market price of such grade on the day on which the excess or deficit is ascertained and made known to each party.

COLORADO.

Trinidad, Colo.—Bryan & Bancroft are new in the grain business.

Ft. Collins, Colo.—The Big Thompson Mill will be enlarged and the capacity of the eltr. will be doubled.

Trinidad, Colo.—Jamison, Conger & Co. have added produce, etc., to their grain business. H. R. Quilitch & Bro. contemplate overhauling their mill and installing an electric motor and improved rolls for grinding chop and cracked corn.

ILLINOIS.

Media, Ill.—Henry White is mgr. for W. W. Day.

Eldred, Ill.—Hussey & Co. are installing new machinery in their eltr.

Brothers, Ill.—The Rogers Grain Co. has completed the repairs on its eltr.

Henning, Ill.—Bartlett, Frazier & Carington, of Chicago, are building an addition to their eltr.

Danforth, Ill.—C. J. Walters will build an eltr. on the new railroad between Mokena and Peotone.

Pana, Ill.—Geo. Barrett has installed a Western Air Blast Grain Loader made by the Fairest Wheel Co.

Bartelso, Ill.—The Hanover Star Milling Co., of Germantown, contemplates building an eltr. this summer.

Hennepin, Ill.—The Turner-Hudnut Co. has rebuilt the warehouse it purchased from H. T. White last fall.

Clare, Ill.—G. L. Bowman has purchased the grain, lumber and coal business of W. H. Thomas and took possession May 1.

Dillsburg, Ill.—A concrete foundation is being put in under the eltr. of Robert Wood and an addition is being built.

Switching charges at Chicago and East St. Louis are being considered by the Illinois Railroad and Warehouse Commission.

Springfield, Ill.—The Senate has passed house bill 671 appropriating \$25,000 for experimental purposes in building hard roads.

Hillsboro, Ill.—Huber & Higgins will build an eltr. The old house will be torn down and the material used for the new building.

Tuscola, Ill.—The eltr. of the Tuscola Grain & Coal Co. was bid in by the directors at the sale Apr. 28, and will be run by them.

Vermillion, Ill.—A. B. Caldwell & Son, of Seneca, have purchased the eltrs. of Chas. F. Gauble and N. L. Layer and took possession May 1.

Coles, Ill.—A. L. Blythe, who has charge of the eltr. for the Shellabarger Eltr. Co., is a son of A. M. Blythe, of the Gays Eltr. Co., Gays.

Danforth, Ill.—C. H. Rumley, of Kankakee, has purchased the grain, coal and lumber business of C. J. Walters and will take possession July 1.

The annual meeting of the Illinois Grain Dealers Assn. will be held June 13 and 14 at Decatur. The sessions will be held in the Coliseum bldg.

Edwardsville, Ill.—Lester Smith, who fell Mar. 27 while working on the new eltr. for the Hunter Milling Co., died Apr. 16 at the St. Joseph hospital in Alton.

Bloomington, Ill.—The Sibley Grain Co. has purchased for \$850 the office and cribs of the Rogers Grain Co. T. A. Jordan, of Clinton, will have charge of the business.

Pontiac, Ill.—A small fire was discovered in the engine room of the eltr. of the Rogers Grain Co. on the C. & A. Ry., but was put out before much damage was done.

Mahomet, Ill.—The Mahomet Grain Co. incorporated, \$7,000 capital stock, to deal in grain, coal, lumber and implements. Incorporators, M. O. Stover, W. Q. Hood and H. R. Hurley.

Carlyle, Ill.—The roof of the mill and eltr. of the Carlyle Mill & Grain Co. was partly torn off by a cyclone which swept thru Carlyle Apr. 28. The loss from damage to building and wheat was \$5,000.

Campus, Ill.—The Farmers Grain Co. has built a large oat bin and is installing new dumps and a new floor in the driveway of its eltr.

The Illinois legislature has passed the bill providing that the tenant shall have the right to remove from the premises any movable fixtures made by him during his occupancy.

Cropsey, Ill.—The Farmers Eltr. Co. is operating one of the eltrs. formerly operated by the Rogers Grain Co. C. H. Pratt is mgr. for the Rogers Grain Co. and E. E. Lars for Hayward Bros.

The Illinois legislature has passed the bill providing for an experimental station in connection with the college of agriculture for instruction in production of crops, live stock breeding and treatment of soil.

Springfield, Ill.—E. R. Ulrich & Sons have started a wholesale and retail feed and rice department and handle all kinds of grain, hay and feed as well as rice and rice products. A. P. Brewer is mgr. of the department.

Hennepin, Ill.—The Turner-Hudnut Co. has about 7,500 bus. of ear corn which is rotten and moldy; but which, it is hoped, will burn itself dry so it can be shipped in July or August, so as to realize something.

Ospur, Ill.—The Shellabarger Eltr. Co. will remodel its old eltr. beside building another, making a capacity of 5,000 bus. A sheller and 25-h.p. gasoline engine will be installed. J. M. Ledden, who sold out to the company, will stay as its mgr.

East St. Louis, Ill.—The following committee on appeals on grain inspection at East St. Louis has been appointed by the Illinois Railroad and Warehouse Commission: H. J. McGee, foreman Union Elevator, East St. Louis; W. H. Sutherland, of Cairo, and T. P. Baxter, of Taylorville.

Bloomington, Ill.—R. C. Baldwin, formerly with the Chicago Grain & Eltr. Co., Chicago, has gone into the grain shipping and brokerage business at this place. The business will be conducted under the firm name of the Baldwin Grain Co. The new firm will do a track buying business for Chicago and eastern houses.

Grain shippers who are dissatisfied with the freight rates from their station to any point in Illinois will have an opportunity to bring the injustice to the attention of the Illinois Railroad and Warehouse Commission at a hearing to be held at Springfield May 16.

Bates, Ill.—M. F. Murphy & Co. are rebuilding their eltr. The Burrell Engineering & Construction Co. has the contract. The house will be 28 ft. square and 70 ft. from the pit where the sheller will be placed to the cleaning room at the top. The building will be sheathed with galvanized corrugated iron.

Kilbourne, Ill.—A branch of the National Farmers' Exchange has been organized here with \$4,000 capital and will deal in grain. The officers are: Aug. H. Kolves, pres.; Geo. McDaniel, vice-pres.; Frank Barber, general mgr. It has not been decided whether an eltr. will be built or an offer made for one of the present houses.

The Governor will soon appoint a new Railroad and Warehouse Commission. Do the grain dealers of the state want representation on the Board? They

furnish more than one-half the freight tonnage of the state, so surely they are entitled to representation. But, may they expect it without even asking for it? Is the prize worth working for?

INDIANA.

Elnora, Ind.—C. M. Lemon is building an eltr.

Hope, Ind.—Nading & Sidener have succeeded Simon Nading.

Ashley, Ind.—Klem & Son have succeeded Freeland & Giddings.

Beaver City, Ind.—Wm. Esson, of Escon, Lyons & Light, died recently.

Vicksburg, Ind.—The eltr. of A. M. Todd burned Apr. 29. The loss is covered by insurance.

Burnettsville, Ind.—Loughry Bros., of Monticello, will overhaul and make some changes in their eltr.

Carlisle, Ind.—Jas. McConell has purchased the eltr., lumber yard and planing mill of Jas. W. Roberts.

Winchester, Ind.—The Goodrich Bros. Hay & Grain Co. will build a 30,000-bu. eltr. this spring which will be equipped with a clipper and bleacher.

No. Liberty, Ind.—C. F. & C. K. Russell have purchased the eltr. and grain business of Steele Bros. and have succeeded them.

Fort Branch, Ind.—The Fort Branch Implement Co. has purchased the grain warehouse of Robert Boyles for storing farm implements.

Shelbyville, Ind.—The Nading Mill & Grain Co. contemplates the erection of an eltr. to be equipped with the most improved machinery.

Indianapolis, Ind.—B. P. Bacon has been elected pres. and Chas. R. Jones secy. of the Indiana Shippers Assn. A consolidation of the Indiana Shippers Assn. and the Indiana Shippers League is on foot.

Burrows, Ind.—H. Kerlin & Son have purchased the interest of John Sagers in the eltrs. recently purchased by Land & Sagers from J. K. Hinkls & Co., at Burrows and Woodville. Chas. Lane retains his interest.

Indianapolis, Ind.—The Grain Dealers Journal has discontinued the publication of the advertisement of Albert R. Thompson & Co., because of their refusal to pay a balance due the Brockton Eltr. Co. of Brockton, Ill.; on a sale of corn the company shipped to them in November, 1904. The Journal will not knowingly publish the advertisement of any firm, which we are convinced does not live up to its contracts.

Windfall, Ind.—Wood & Hadley were given judgment against the Panhandle road for \$2,500 on account of failure to furnish cars for grain shipments during the period from Nov. 1, 1902, to May 17, 1903. During the same time grain dealers at Kokomo and other competing points were furnished cars. The jury heard evidence 16 days and deliberated 5 hours. The damages suffered by Wood & Hadley amounted to \$10,250.

Indianapolis, Ind.—The many members of the Indiana Grain Dealers Assn. will be pleased to learn that J. M. Bradford of Winamac, Vice-Pres. of the Assn. during the past two years, has been elected Secy. of the Assn. His long experience in assn. work will fit him for the trying labor of his new undertaking. We feel certain that his many

friends in the organization will make an earnest effort to assist him in maintaining harmonious relations and promoting the common interests of members.

Indianapolis, Ind.—The Government figures last fall credited Indiana with a yield of a little more than 143,000,000 bus. in 1904. It is now known that this estimate was too large. It is not generally known, however, even at this late date that the quality of last year's crop was the poorest the State ever produced. The corn being offered is in remarkable condition. The picture can not be painted too dark. Within the last week corn has been received in Indianapolis from points within sixty miles of the city that had heated within the short time necessary for transportation—less than a day. Instances are coming to hand every day of corn that has rotted in the bin, corn cribbed in the ear. In all my experience as a cash grain dealer I never heard of this happening before. Many of the country dealers themselves, while they realize that the corn is of very poor quality, do not fully understand the situation. Many a bin of corn is offered that looks all right on the outside, but after the pile has been dug into a purely unmerchable article is revealed. Such corn as this is unfit for any purpose other than to be used as a fertilizer. Conservative judges are of the opinion that fully 10 to 20 per cent of the corn that had not been marketed before March 1 is now a dead loss to the producer. It means thousands and thousands of dollars to the farmers of Indiana. Much of the corn that is now unmerchable could have been disposed of during the winter. I attribute the poor quality to the cool weather that we had last summer.—E. W. Bassett.

IOWA.

Rudd, Ia.—The Huntting Eltr. Co. is installing a 10-h.p. gasoline engine.

Shellsburg, Ia.—Work has been commenced on the eltr. for S. F. Miller.

Chester, Ia.—Creditors of H. B. Nichols have appointed W. F. Carter trustee.

Shenandoah, Ia.—Jos. Auracher is building an eltr. at Summit. It will be rat proof.

Boyd, Ia.—The Wesley Eltr. Co. has succeeded O'Connor Bros. at Boyd and Westgate.

Spirit Lake, Ia.—The eltr. of Chas. Rippe was damaged recently by a heavy wind storm.

Struble, Ia.—The Thorpe Eltr. Co. has just completed its 22,000-bu. eltr. D. D. Hamer is agt.

Lawton, Ia.—Hans Bremer, of Merville, has purchased the eltr. of the Trans-Mississippi Grain Co.

Lake Park, Ia.—The Farmers Eltr. Co. has purchased the eltr. of the Lake Park Grain & Lumber Co.

Walker, Ia.—J. E. Miller & Sons, of Greene, have purchased the eltr. and grain business of Hoffman Bros.

Keystone, Ia.—The Keystone Mercantile Co. has purchased the grain and lumber business of Leonard Kimm.

Barnum, Ia.—The farmers are organizing an eltr. company. \$8,000 has been pledged for the erection of an eltr.

Jordan, Ia.—Weikel & Behling have succeeded J. Weikel, F. G. Behling having purchased an interest in the business.

Balfour, Ia.—Judson & Carter are building an eltr.

Galva, Ia.—The Galva Union Eltr. Co. incorporated, \$25,000 capital stock. John A. Williams is pres. and M. M. Elk, secy.

Dows, Ia.—The Farmers Co-operative Grain & Lumber Co. has been organized with \$5,000 capital. A. A. Bangs is secy.

Estherville, Ia.—The Skewis-Moen Co. has purchased the eltr. property of Isham & McCall and will take possession July 1.

Hansell, Ia.—The eltr. of the Anchor Grain Co. was struck by lightning May 1 and burned. The house contained but a few oats.

Rudd, Ia.—The Farmers Exchange Co. intends repairing its eltr. this summer and installing a 10-h.p. gasoline engine. S. V. Moen is mgr.

Alvord, Ia.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Directors: L. C. Hamann, Pat Kelly, Ferd Stettinich, and others.

Bingham, Ia.—J. Auracher has improved his eltr. A new engine and a cleaner have been installed, and it has been made rat proof. It has also been given a good coat of paint.

Stuart, Ia.—The eltr. of Henry Lawbaugh is closed and the administrator is closing up the estate. Henry Lawbaugh died in Feb., 1904, and his only son, Howard S. Lawbaugh, died in Apr.

Council Bluffs, Ia.—The cereal plant of Conrad Geise was started in operation Apr. 24. The building is remodeled from the malt house and is partly equipped with machinery imported from Germany.

Cedar Rapids, Ia.—It is expected that the contract will soon be awarded for the erection of the eltr. for the Bosch-Ryan Grain Co. The malting capacity of the eltr. will be 4,000 bus. of grain a day. It is expected that the eltr. will be ready for the new crop.

Cedar Rapids, Ia.—The Bosch-Ryan Grain Co. has found it difficult to get a small car when needed and wrote to the state railroad commission to inquire what to do when the railroad company does not furnish it. The commission replied that there is no law to compel the railroads to furnish small capacity cars.

Sioux City, Ia.—Contracts have been signed by the Great Northern Railroad company granting the Western Grain Co., of Winona, Minn., the right to erect a line of eltrs. from Sioux City to Ashland, Neb., on the new line connecting the Burlington system with the Great Northern at Sioux City, now in the course of construction.

Modale, Ia.—J. H. Hamilton & Co. shut down their eltr. Apr. 14. It has been torn down and a 50,000-bu. eltr. is being built to replace it. A 15-h.p. gasoline engine will be installed and the eltr. will be equipped to do transferring. The old eltr. was built in 1884 by W. A. Sharpnack & Co. and had capacity for 25,000 bus. of grain.

Sibley, Ia.—Walter W. Yaryan, who has had charge of the eltr. of the A. W. Harris Grain Co. during Mr. Harris' absence in Texas this winter, left town Apr. 20, leaving word that he would never return. He closed the eltr. and left the keys at the bank. Mr. Harris was at once telegraphed of the situation. His wife has returned to her former home in Nebraska.

Cedar Rapids, Ia.—The Iowa & Nebraska Coal Dealers Assn. has effected an arrangement with the car service assn.

of Iowa and Illinois providing for the arbitration of disputed bills for demurrage by the secy. of the coal dealers assn. and the mgr. of the car service assn., with a representative of the lumber dealers assn. as third arbitrator in case of failure to agree.

Sloan, Ia.—At a meeting of 200 farmers addressed by W. M. Stickney and S. A. Dalton of Chicago \$4,000 was subscribed toward building a grain eltr. A capital of \$15,000 is to be subscribed, when a company will be incorporated. As Sloan now has eltr. facilities it is difficult to see what necessity exists for the farmers to hazard \$15,000 in a business of which they know nothing and in which so many farmers' companies have suffered loss.

Secy. Wells of the Iowa Grain Dealers Assn. has taken up the improvement of the yield and quality of oats in Iowa. The problem seems to be to procure a variety that will be suitable to rotate with corn on rich soils. Agricultural College experiments with oats are exceedingly limited and little attention has been given to breeding with the idea of securing a straw that has the necessary strength to hold up the grain and give opportunity for it to mature and ripen. There have been some seed oats imported by the grain dealers for sowing this spring, and it would be valuable information for the Iowa State Agricultural College to have the facts concerning such oats. Accordingly he is attempting to secure it.

ANNUAL MEETING IOWA ASS'N.

The Annual Meeting of the Iowa Grain Dealers Ass'n will be held at "Elks Club," Des Moines, Ia., Wednesday and Thursday, May 17th and 18th.

Arrangement is made for one and one-third fare plus 25c for round trip on certificate plan. Tickets may be purchased on May 13th, good for return until May 22nd.

The program will be made up with a view to encourage the Iowa State Agricultural College to take up the question of improvement of small grain in Iowa in a similar manner as has been done with corn. Hon. Jos. Trigg, of the Iowa State Register, will give an address pertinent to that subject with general discussion.

General outline of the methods of Board of Trade Supervision of Weights at Terminal Markets will be presented by H. A. Foss, Chief Weighmaster at Chicago, J. G. Goodwin, Chief Weighmaster at Kansas City, and Jas. H. Warren, Supervisor of Weights at St. Louis, with general discussion.

Grain Inspection at Chicago will also be considered with an address and general discussion, arrangement for which is not yet fully completed.

"Terminal Methods and Conditions," "Improvements of Yield and Quality of Grain Crops," "Good Roads," and "Drainage" are the general subjects that this association should seriously consider and vigorously use its influence to the end that the public good may be best served.

We hope to have a good general discussion of these subjects and each member is urgently requested to come prepared to take part, especially regarding terminal weights and inspection, and if possible present tangible evidence regarding any point that he desires to offer.

The session of the convention will begin at two o'clock P. M. May 17th, and close 12 M. May 18th.

The "Elks Clubs" is one of the most elaborately furnished clubs in the West. We desire to make this annual meeting of importance socially and give the best opportunity possible to extend the acquaintance among the dealers of the state, and a cordial invitation is extended to all terminal dealers.—Geo. A. Wells, Sec'y.

KANSAS.

Grinnell, Kan.—The I. M. Yost Milling Co. will build an eltr.

Natrona, Pratt P. O., Kan.—J. B. Hupp is building an eltr.

Andale, Kan.—F. L. Grassl has succeeded Townsend & Lamont.

Conway Springs, Kan.—C. C. Smith has succeeded R. H. Nunn.

Bentley, Kan.—J. A. Armour has succeeded Armour & Redinger.

Brenham, Greensburg P. O., Kan.—Ed Traylor is building an eltr.

Beeler, Kan.—The Walnut Creek Milling Co. is building an eltr.

Alamota, Kan.—Two eltrs. are under construction at this station.

Lebo, Kan.—Geo. E. Ott will build an eltr. to replace the present house.

Cimarron, Kan.—A. D. Lemert and Howell & Rinehart contemplate building eltrs.

Havana, Kan.—The Havana Mercantile Co. has sold out its grain business.

Oberlin, Kan.—J. A. Stinson has let contract to G. H. Birchard for a 25,000-bu. modern eltr.

Bellaire, Kan.—O. T. Vinsoubaler is trying to secure a site for an eltr. from the Rock Island Ry.

Beloit, Kan.—A. T. Rodgers is enlarging his eltr. to 50,000-bu. capacity.

Black Wolf, Kan.—Dalecek & Kroboth have purchased the eltr. of M. L. Meek.

Paico, Kan.—The Morrison Grain Co. contemplates the erection of an eltr.

Quinter, Kan.—John F. Jones, of Grinnell, will build a 15,000-bu. eltr. this season.

Robinson, Kan.—S. Bredahl has bot the eltr. of J. R. Glenn. P. M. Kelly is mgr.

Larned, Kan.—The Pawnee Grain & Supply Co. incorporated, \$40,000 capital stock.

Cedar Point, Kan.—The Cedar Point Roller Mills Co. has completed its 45,000-bu. eltr.

Valeda, Kan.—The Valeda Eltr. Co., T. J. Martin, mgr., will install a sheller and feed mill.

Hays City, Kan.—The I. M. Yost Milling Co. contemplates building a line of eltrs. west of here.

Lorraine, Kan.—H. Work & Co., of Ellsworth, have purchased the eltrs. of M. L. Meek at Lorraine and Janssen.

Ottawa, Kan.—Plans for the eltr. for the Williams-Wilson Grain Co. have been nearly completed and work will soon commence.

Cherryvale, Kan.—H. V. Rounds has purchased the interest of J. S. Hamer in the Cherryvale Grain & Live Stock Assn. and has succeeded him as mgr.

Winfield, Kan.—Edwin Lamont died recently. He was a grain dealer at Winfield for many years and was well known on the Kansas City Board of Trade.

Sylvan Grove, Kan.—Latto & Robinson are tearing down their eltr. and will replace it with a more modern house.

Wilson, Kan.—W. H. Morrison, of the Morrison Eltr. Co., of Russell, has purchased the mill of the Wilson Milling Co.

Newton, Kan.—The Eagle Milling Co. has let the contract to the Grain Storage Construction Co. for a 30,000-bu. steel grain storage tank.

Green, Kan.—Mr. Wilson has purchased the interest of Mr. Thornton in the business of Thornton & Wilson and expects to remove here from Holton soon.

Hays City, Kan.—The state architect is preparing plans for the eltr. to be built at the experiment station. The storage bins will have capacity ranging from 1,000 bus. down to a peck.

Plevna, Kan.—The Miller's Grain Co., of Hutchinson, has purchased the eltr. of John McKeown, which he recently bot from John Anderson. Mr. Anderson has retired from the grain business.

Toulon, Hays P. O., Kan.—The 20,000-bu. eltr. for C. Hoffman & Sons is expected to be completed by the first of June. The I. M. Yost Mill Co. is remodeling its eltr. and increasing its capacity to 8,000 bus.

Topeka, Kan.—A. H. Bennett, has returned with his family from his trip along the gulf coast of Texas and Mexico. Mr. Bennett has been away for 4 months and reports much improvement in the throat trouble for which he took the trip.

Wichita, Kan.—A 75,000-bu. eltr. will soon be under course of construction. J. C. Robb and W. F. F. and M. Bort, of Kingfisher, Okla., are the builders. For storage large steel tanks will be built and the house will be able to handle several cars of grain a day. The plant will cost \$30,000.

La Crosse, Kan.—E. J. Smiley, secy. of the Kansas Grain Dealers Assn., was placed in jail May 3 to begin serving his 90 days' sentence for assisting the grain dealers to form a pool. The grain dealers will pay his \$500 fine and have done their utmost to save Mr. Smiley from the jail.

Atchison, Kan.—The milling business is as bad as it ever gets to be and there is little hope of an improvement until the new wheat is on the market, which should be about July 1. Until Friend Smiley gets out of jail, business in grain circles will be without excitement.—Cain Mill Co.

Topeka, Kan.—The indebtedness referred to in this column April 25th number of the Grain Dealers Journal, was not owed the Chicago receiver by the Taylor Grain Co., incorporated, but by W. L. Taylor, personally, the indebtedness having been incurred before the company was incorporated.

In the light of recent events it would seem advisable for ALL eltr. owners of Kansas to get together, harmonize and co-operate for the advancement of common interests. We would suggest that the word "Association" be dropped entirely and that the organization be known as "THE ELEVATOR OWNERS OF KANSAS" in order to differentiate it from the old organization.

Kansas City, Kan.—The eltr. of the Grant W. Kenney Grain Co. at Argentine, which burned recently, will be rebuilt as soon as the insurance is adjusted

and the ruins cleared away. The company had planned to build a mill to be run in connection with the eltr. and it is expected that this project will be carried out later.

In order to keep the farmers co-operative shipping assn. going, Manager C. B. Hoffman has been compelled to borrow \$90,000, using his personal credit. Mr. Hoffman is tired of running a business requiring \$270,000 capital with only \$15,000 furnished by the stockholders, and probably will tender his resignation.

Kansas City, Kan.—The Crystal Springs Ice, Grain & Fuel Co. incorporated, \$100,000 capital stock. The firm is a consolidation of the Crystal Springs Ice Co. and Shores & Jennings, coal and feed. The company will build a 100,000-bu. eltr. and a hay warehouse with capacity for 100 car loads of hay. The present plant will be enlarged.

Elwood, Kan.—Jos. R. Skipton, an employee of the Harroun Eltr. Co., was smothered at the eltr. Apr. 15 in an avalanche of wheat in a grain pit. The company were drying wheat for the G. W. Ry. which was damaged in the eltr. fire recently at Kansas City. About 3,000 bus. had been placed in a bin and being damp, had caked; workmen were placed on a scaffold above the bin to poke the grain loose with long poles. The wheat did not move as fast as the workmen thought it should and Skipton walked out on a plank which had been laid on top of the grain. The wheat gave way suddenly and he was buried under tons of the grain.

Many of our farmer stockholders seem to think that all a station needs to do is to buy grain, issue checks to the farmers, ship the grain, and draw on the company at Kansas City. That is the way it is done when shipments are consigned, but in that event the shipper pays to an outsider 1c commission per bushel on wheat and ½c on other grains; pays for weighing and inspection; stands all shortages in weight and all deductions for misgrades and stands all losses due to wrecking of cars, leakage, wet and waste, etc. In short, he ships the grain, draws from 80 to 90 per cent of its value and pays for the use of the money advanced on his draft, and takes for his grain what is left.—C. B. Hoffman, mgr. Farmers Co-operative Shipping Assn.

KENTUCKY.

Lexington, Ky.—Roszell Bros. will put in a track scale.

Versailles, Ky.—J. W. Newman is building a warehouse.

Maysville, Ky.—R. A. Carr has let the contract to the Steel Storage & Construction Co. for the erection of steel storage tanks with capacity for 25,000 bus. The company will also install the machinery.

Louisville, Ky.—Jas. Stewart & Co. are building a 300,000 bus. eltr. for the Washburn-Crosby Co. here. The wood working house will have storage room for 50,000 bus. The storage part will be constructed of brick.

LOUISIANA.

New Orleans, La.—Grain exports for Apr. were 1,449,049 bus. of corn, with no wheat; compared with 390,337 bus. of wheat and 289,036 bus. of corn for Apr., 1904, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

NEW ORLEANS LETTER.

Chief Inspector William E. Richeson has been enabled to reduce the working force of the inspection department, owing to the cessation of the heavy corn movement, and the summer "dullness" is said to have settled over the offices.

Extensive improvements are being made in the Board of Trade preparatory to what is believed will be a season of great activity in 1905-06. The sum that is being spent on the building is \$6,500; while several thousand more may be spent, in enlarging the floor space, and building in a reading room.

Data for the corn movement through New Orleans during the past five months, is rather disappointing to those who prophesied at the beginning of the season that the port would surpass all previous records in the business done. While the five months just past, are far ahead of the same five months in the year before—the totals yet fall far short of the anticipated 30,000,000 bushels that were freely talked of early in the autumn.

With the end of the spring, there has come an end to the rice season—and the beginning of another crop year for that apparently ill-fated cereal. Throughout the rice belt, the mills are closing down, and the farmers are making all haste with their new crop. The systematic efforts of the millers and brokers to enlarge the market would seem to be having some effect, and many of the millers seem to have confidence in their own efforts. Henry Kahn, pres. of the National Rice Milling Co., has offered to buy the new crop on the basis of \$3 a bag if 75 per cent of the country mills of Louisiana and Texas will agree to cease toll milling.

Vice-Pres. T. J. Harahan of the Illinois Central railroad has awarded to Geo. B. Swift & Co., the contract to rebuild Eltr. D., at Stuyvesant Docks. The new eltr. will have a capacity of 1,000,000 bus., just as the old, and will be built on exactly the same spot. It is understood that the contract stipulates that work shall begin as soon as possible, and be rushed to completion. It is said that no radical departures in style of building will be attempted. For a while it was debated whether to erect a steel and concrete eltr., tests were made of the soil; but for various reasons, this was abandoned. Geo. F. Jenkins represented the contracting firm.—J. E. E.

MARYLAND.

Baltimore, Md.—The Toledo Salvage Co. has brot suit against 60 insurance companies, to recover \$14,605, due for salving grain at the big eltr. fire.

Baltimore, Md.—At a meeting of the directors of the Central Eltr. Co., held Apr. 25, Chas. R. Kendig, superintendent of the company, was elected to succeed Geo. C. Wilkins as pres.

Baltimore, Md.—C. Bosley Littig is meeting much encouragement in spreading the gospel of pure seed corn. Maryland is the first state on the eastern seaboard to join the movement for better seed that is so widespread in the west.

BALTIMORE LETTER.

President Wylie of the Chamber of Commerce has appointed a committee to confer with the active business bodies of Baltimore with a view of combining the different assns. for the purpose of more effective work in the lines of general business affecting all branches of trade under the belief that greater influence

will result from such a combination. The fact that the Chamber of Commerce will within a few months occupy its new building makes this move very opportune and the unanimity with which all the business organizations have recently worked for municipal improvements has to a great extent prepared the way.

It is authoritatively stated that the Interstate Commerce Commission has arrived at a conclusion in the matter of the Atlantic ports differential, the hearing of which commenced in May, 1904, but will not announce its decision until the same has been printed. As it is now in the printer's hands it is expected to be made public early next week. Baltimore interests are sanguine that the decision will maintain the principle of the differential, but the Commission may take the view that since the decision in 1898 conditions have so changed as to justify a modification of the amount, and that a less arbitrary than 3 cts. in favor of Baltimore as against New York is more in keeping with present conditions. This appears to be the only element of doubt in the minds of Baltimore.

The Orange Grove Mill of the C. A. Gambrill M'fg Co. was entirely destroyed by fire on evening of 1st inst. This mill was situated on the Potapoco River a short distance from Baltimore. The great fire February 7th, 1904, destroyed mill "B" belonging to this firm and the Orange Grove mill was remodeled and new machinery installed at considerable cost in order that it could supply the place of mill "B". The loss of this mill is a serious matter notwithstanding it was fully insured, as within a little over one year two of this firm's mills have been burned, and it is now dependent upon the mills at Ellicott City to supply its trade. It is probable that the C. A. Gambrill M'fg Co. will not rebuild the Orange Grove Mill, but build at Ellicott City adjoining its present mill. The mills at Ellicott City are perhaps the oldest in this country in active operation, having been built in 1769 by Joseph Ellicott after whom the village was named.—B. M.

MICHIGAN.

Leonard, Mich.—Heller Bros., of Cass City, will build an eltr.

Caro, Mich.—The Caro Eltr. Co. incorporated, \$12,000 capital stock.

Romeo, Mich.—Bliss & Bartholomew have succeeded Eaton, Bliss & Bartholomew.

Otter Lake, Mich.—The Stockbridge Eltr. Co. has purchased the eltr. of D. S. Woolman.

Twining, Mich.—S. E. Driver, of Mason, has purchased the eltr. of Fred L. Twining. He will enlarge the plant.

Petoskey, Mich.—The Hankey Co. is building an eltr. and will raise its mill 14 ft. A spur of the G. R. & I. Ry. is being extended to the mill.

Shepherd, Mich.—The eltr. of Estee & Son and the mill of C. C. Field were entered by burglars Apr. 27, but nothing was taken as they were frightened away.

A large number of Michigan shippers appeared before the railroad committee of the State Senate Apr. 26 to urge favorable action on Senator Cook's "Reciprocal Demurrage Charge Bill," similar to the one now in effect in Virginia.

Vicksburg, Mich.—The eltr. of R. E. Kimball burned Apr. 29. The house was operated as a seed house by W. D. Todd

whose loss was \$850; covered by insurance. The loss of Mr. Kimball amounted to \$2,000, with \$700 insurance.

Dundee, Mich.—Frank Strong's eltr., feed mill and coal yards, at this place, were totally destroyed by fire, Sunday, April 30, entailing a loss of about \$10,000 on the eltr. buildings and contents. The loss is partially covered by \$2,000 insurance. The fire started in the Ann Arbor railroad depot, the agent attempting to build a fire with a quantity of gasoline when an explosion took place. The depot was soon ablaze, the flames spreading to the eltr., mills and yards across the tracks. It is reported that Mr. Strong does not intend to rebuild.—H. D.

Detroit, Mich.—At the annual meeting of the Board of Trade Pres. L. A. Parson was re-elected. Other officers elected were: John T. Hornung, 1st vice-pres.; A. J. Ellair, 2nd vice-pres. Directors: Jas. T. Shaw, Frank T. Caughey, Thos. G. Craig, John Croydon, Henry E. Botsford, Arthur S. Dumont, Fred J. Simmons and Geo. Beck. Arbitration committee: Chas. M. Carran, Wm. Stott, G. L. Fleitz, P. King, A. E. O'Donnell, F. W. Lichtenberg, D. O. Wiley, Wm. Carson, W. W. Murray and W. A. Waldron. Committee on appeals: H. A. Lauhoff, F. M. Sheffield, W. C. Houghton, H. F. Zink, H. B. Simmons, Chas. Clark, Wm. Northwood, F. Cronenwett, Robert Henkel and H. F. Zink.

MINNEAPOLIS.

Memberships in the Minneapolis Chamber of Commerce are selling for \$4,000.

The G. E. Gee Grain Co. will tear down its present plant and build a concrete eltr. to replace it, increasing the capacity to 25,000 bus. The rebuilding will cost about \$20,000 or \$25,000.

The Northland Eltr. Co. incorporated, \$250,000 capital stock, to operate eltrs. Incorporators, E. N. Osborne, J. D. McMillan and F. J. Smith. J. D. McMillan is secy.

The following have recently applied for membership in the Chamber of Commerce: W. S. Warren, Chicago; C. H. Albers, St. Louis; W. Turle, Duluth; D. B. McBean, Winnipeg; J. S. McDonauld, secy. Farmers Exchange, Rush City, Minn.

The G. E. Bagley Eltr. Co. has purchased the houses of the Atlantic Eltr. Co. on the Soo Line and the houses of the Royal Eltr. Co. on the Milwaukee line. The company will build this season a line of 29 eltrs. on the Thief River Falls branch of the Soo Line.

Kenkel, Hopkins & Co. are opening an office on the ground floor of the Chamber of Commerce. H. H. Kenkel is of Kenkel & Todd, Duluth. Mr. W. M. Hopkins has been general freight agt. for the M. & S. L. Ry. but recently has had charge of the traffic department of the Chamber of Commerce.

With reference to different suits that have been brot against A. J. Cummings to recover margins lost by speculators years ago, E. S. Woodworth, pres. of the Chamber of Commerce, says: There are 550 members of the Chamber. This is purely a commercial body. Any man may buy a membership, and if he be of good character and has sufficient capital and does a legitimate business, he will be permitted to do business on our floor. If a private matter comes up, affecting the past business of this man, at a time when he was not a member of our body and

did business elsewhere, it is hard to see how we can take it upon ourselves to pry into the affair. If allegation of irregularity were made today against any member, it would be taken up immediately. As I understand it, no one contends that Mr. Cummings' responsibility, his connections and his business methods are other than they should be.

McIntyre-Ingold Co. has been incorporated at Minneapolis, with a capital stock of \$100,000, to do a general grain business. The incorporators of this new firm are A. H. McIntyre formerly with Douglass & McIntyre of Worthington, Minn., and P. M. Ingold formerly in the grain business at Spencer, Iowa. This firm now has five eltrs. in Minn. and will build or buy enough more to increase their line to ten or fifteen stations. Both of these gentlemen are well and favorably known to the grain trade of the northwest.

Gov. J. A. Johnson and members of the board of grain appeals have agreed on a solution of the complaint that grain graded at Duluth does not receive the same grading when it arrives at Minneapolis and vice versa. Hereafter the Duluth members of the board of grain appeals will alternate with the Minneapolis members so that part of the time the Minneapolis members will be serving in Duluth and part of the time the Duluth men will be serving in Minneapolis. It is hoped by this method to even up matters to the satisfaction of all grain shippers.

We are indebted to G. D. Rogers, secy. of the Chamber of Commerce, for a copy of the 22d annual report of the trade and commerce of Minneapolis for 1904. The pamphlet contains a review of the grain trade; tabulated statistics of the receipts and shipments of all commodities by different lines of railroad, the opening, high, low and closing quotations on wheat each day during the year on the active option, the closing quotations on all grains and grades, the daily car lot receipts and shipments, the Minnesota grades, the rules of the Exchange and a mass of information of great interest to grain dealers.

It was with pardonable pride that the H. Poehler Company announced its "golden anniversary" and commemorated May 1st, as completing its fiftieth year in business. It has maintained its identity as a merchandising firm since the foundation of same by its president, Henry Poehler, in 1855, when the spears of wheat were few but the spears of the red man plenty; when the freighting overland by the "prairie-schooner," or the towing of grain by barge down the Minnesota and Mississippi, was in marked contrast to the safety and speed of transportation facilities of today; when the purchase of grain on a two-shilling margin was a far greater risk than the buying on the narrow basis of the present time. Then, the three states boasted mainly sturdy pioneers, aborigines and buffalo, now, after only a half century, there are nearly three millions of happy people enjoying the largest per capita soil production of any section on the globe. As a memento of the occasion, the company issued a special souvenir coin in commemoration of the day.

MINNESOTA.

Graceville, Minn.—The Cargill Eltr. Co. will build a 20,000-bu. eltr.

Darfur, Minn.—Bingham Bros. have closed their eltr. for the season.

Benson, Minn.—The office of the Edwards-Wood Co. has been closed.

Kennedy, Minn.—The St. Anthony & Dakota Eltr. Co. is repairing its eltr.

Clearwater, Minn.—A. Rasmussen will hereafter be mgr. for the Stewart Eltr. Co.

Warren, Minn.—The Atlantic Eltr. Co. is building an eltr. on the Soo right-of-way.

Dumont, Minn.—The eltrs. of the Monarch Eltr. Co. and M. H. Zemple burned recently.

Little Falls, Minn.—The Farmers Exchange will rebuild its eltr. P. A. Knull is secy.

Brooten, Minn.—Oscar Johnson has taken charge of the eltr. for the John Miller Co.

Crookston, Minn.—S. C. Johnson is building a 20,000-bu. eltr. in addition to his warehouse.

Beaver Creek, Minn.—The Farmers Eltr. Co. expects to buy 1 of the 3 eltrs. at Beaver Creek.

Luverne, Minn.—J. P. Coffey is installing new machinery in his mill and will put in a new boiler.

Chatfield, Minn.—The Western Eltr. Co. has purchased the flathouse of the American Malting Co.

Elbow Lake, Minn.—The Osborne-McMillan Eltr. Co. is building an eltr. Gasoline power will be used.

Lafayette, Minn.—The Lafayette Farmers Eltr. Co. contemplates building a mill in connection with its eltr.

Elysian, Minn.—Jennison Bros. & Co. contemplate building a 30,000-bu. eltr. in connection with their mill.

Warren, Minn.—Mr. Lindgren has purchased the interest of Mr. Hilleboe in the firm of Hilleboe & Johnson.

Duluth, Minn.—John Lamb, of Minneapolis, has been admitted to membership in the Duluth Board of Trade.

Amboy, Minn.—L. W. Wells will have charge of the eltr. for the St. John Eltr. Co. when it opens in the fall.

Adrian, Minn.—The Hubbard & Palmer Co. has purchased the eltr. of the Adrian Alliance Mercantile & Eltr. Co.

Morris, Minn.—Chas. Minot, who was agt. for the Interstate Eltr. Co., has been appointed traveling inspector for the company.

Moorhead, Minn.—T. B. C. Evans will remodel his warehouse and transform part of it into an eltr., and will buy grain of all kinds.

Merriam, Minn.—The eltr. of Quirk & Co. burned recently. The house was empty and the loss was light. Fire caused by spark from an engine.

Wheaton, Minn.—Alex. Simpson has let the contract for the erection of a 30,000-bu. eltr. This with his old house will give him capacity for 50,000 bus.

Milroy, Minn.—The Milroy Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, T. E. Reed, S. F. Weber and Peter Roy, H. M. Herring, secy.

Milan, Minn.—The Milan Co-operative Farmers Eltr. Co. has been organized. The officers are: L. H. Dalen, pres.; T. Anderson, secy. The company will incorporate.

Stillwater, Minn.—J. C. Geraghty & Co. have purchased the grain and stock commission business of the Edwards-

Wood Co. and have succeeded it. W. B. Nease remains as mgr.

Pelican Rapids, Minn.—The Pelican Rapids Co-operative Warehouse Assn. has let the contract to T. E. Ibberson for the erection of its eltr.

Lambertson, Minn.—Propositions have been made by the Western Eltr. Co. and Bingham Bros. to sell their houses to the directors of the Farmers Eltr. Co. Bingham Bros. ask \$4,800.

Lakefield, Minn.—McGlin Bros. will build an addition to their eltr. and make a cleaning house of it. Hereafter they will make Lakefield their headquarters instead of Okabena.

Belgrade, Minn.—The Osborne-McMillan Eltr. Co. is repairing its eltr. The present engine shed will be replaced by a more modern house in which will be installed a new gasoline engine.

Duluth, Minn.—Ely, Salyards & Co., grain merchants are being sued by J. F. Ogle of Manhattan, Mont., for \$537.62 on a claim for an alleged balance for wheat sold by the defendants last fall.

The state railroad and warehouse commission has invited the managers of the railroads which enter the twin cities to a conference relative to putting in operation the provisions of the new Wallace law for the inspection of hay. All large hay shippers and receivers will be invited to attend the conference. The railroad commission favors the establishment by the railroads of a central hay yard, where all shipments can be received, inspected and weighed.

Warren, Minn.—The Spaulding Eltr. Co. incorporated, \$50,000 capital stock, to build, buy, lease and operate eltrs. and warehouses, and buy, sell and deal in grain, cereals, wool, flour, feed, fuel and machinery. Incorporators, P. Frost Spaulding, Poughkeepsie, N. Y.; Clarence L. Spaulding, Warren, and Harry J. March, Minneapolis. Mr. March is secy. and treas. The Spaulding eltr. will be removed to a site on the Soo Line and the company expects to have 7 eltrs. constructed and in operation by Aug. 1.

Duluth, Minn.—A protest has been filed with the board of directors of the Duluth Board of Trade by A. D. Thompson & Co., grain dealers against the acceptance of warehouse receipts for grain stored in the concrete annex of the Peavey eltr. system in Duluth. As the Peavey house has been declared regular the receipts therefor have to be accepted. In five years the house has had two breaks, that is, some of the concrete bins have given away, letting out the grain. Mr. Thompson contends that the house never should have been declared regular and notifies the board that he will hold it responsible for any damage to wheat he has accepted or may be compelled to accept stored in these concrete bins.

MISSOURI.

New Franklin, Mo.—G. S. Tutt, of Estill, will repair his eltr.

Cantril, Mo.—Simeon Teter contemplates building an eltr.

Elmo, Mo.—Jos. Maltby, of Burlington Junction, has purchased the eltrs. of J. Auracher at Elmo and Dawson.

St. Louis, Mo.—Chas. M. Lamping, former mgr. for the W. L. Green Commission Co., died Apr. 30 of pneumonia, aged 35 years.

Harlem, Mo.—The Wabash Ry. has commenced work again on the 125,000-

bu. eltr. for the Missouri Grain Co. It will be completed by July 1. The foundation was put in last year.

Kansas City, Mo.—J. M. Senter, assistant general manager of the Farmers' Co-operative Grain Shipping Assn. with offices in the Board of Trade, died May 2 of smallpox at his home, after an illness of two weeks.

Kansas City, Mo.—The case of W. H. Harroun, charged with forging warehouse receipts, was called Apr. 24 in the Jackson County court; but was postponed until September, as Mr. Harroun is now on trial in Buchanan county.

Rich Hill, Mo.—The Flanagan Mill & Eltr. Co. has been sued by Mrs. Louis P. Forsythe, of St. Louis. The suit includes a note for \$20,000 made by the company to Mrs. Forsythe and alleged to be money loaned the company in its business.

Jefferson City, Mo.—Attorney general, Herbert Hadley, has rendered an opinion relative to the grain inspection law, in which he holds that only the grain in public warehouses need be inspected. In construing the law he said: Sections 8 and 9 of the statute limits the inspector to the receipt and delivery of grain by and from public warehouses and so does the title of the act.

Kansas City, Mo.—A new rule regarding the weighing of grain has been adopted by the Board of Trade. It is as follows: On all grain bought by members of the Kansas City Board of Trade and on which Kansas City unloading weights are given, an allowance of 100 lbs. per car shall be made to buyer to cover the loss on account of dirt and other foreign matter.

St. Louis, Mo.—The following important order was issued by the board of railroad and warehouse commissioners at its meeting here April 25. "It is ordered by the board of railroad and warehouse commissioners effective May 26, 1905, whenever it is evident that wheat scourgings or other grain dirt has been mixed into wheat, the same shall not be graded better than "rejected." By order of the board. Joe P. Rice, Chairman, T. M. Bradbury, Secretary.

St. Louis, Mo.—Thomas Akin, a grain merchant, has filed suit in the circuit court against the board of railroad and warehouse commissioners of Mo., Frederick H. Tedford, chief inspector of grain for Mo., and the Merchants Exchange to restrain the grading of "red Russian" wheat as "No. 2 red winter" wheat. Aiken states that he has bought several hundred thousand bus. of No. 2 red winter wheat, deliverable this month. Wheat grown in Mo., Ill., Ind., Mich. and Wis. is mostly red winter wheat, while the red Russian is grown on the Pacific coast and sells for several cents less than No. 2 red winter wheat.

MONTANA.

Lewiston, Mont.—The Judith Basin Milling Co. will build an eltr.

NEBRASKA.

Touhy, Neb.—The Nebraska Eltr. Co. is repairing its eltr.

Byron, Neb.—Fisher & Reeves have succeeded W. D. Fisher.

Henderson, Neb.—Peter Hiebert intends building an eltr. on his farm.

Plattsmouth, Neb.—N. J. Murray has just completed a new 12,000-bu. eltr.

Norman, Neb.—The farmers contemplate the erection of an eltr. this summer.

Liberty, Neb.—F. E. Crocker, a former grain dealer, died recently, aged 73 years.

Loup City, Neb.—Ed. Angier has succeeded A. M. Bennett as mgr. for the Omaha Eltr. Co.

Cotesfield, Neb.—The Omaha Eltr. Co. contemplates the erection of an eltr. this summer.

Brownville, Neb.—The Duff Grain Co. is having a brick foundation placed under its scales.

Elgin, Neb.—The Nye-Schneider-Fowler Co. has been succeeded by the Elgin Grain Co.

Bruning, Neb.—The eltr. of the Bruning Mill & Eltr. Co. will have a capacity of 20,000 bus.

O'Neil, Neb.—S. F. McNichols has shipped six cars of oats to Manila, Philippine Islands.

Omaha, Neb.—The Crowell Grain & Lumber Co., of Blair, will build a 100,000-bu. transfer eltr.

Heartwell, Neb.—Lewis Linson has succeeded Mr. Inskip as mgr. of the Farmers Eltr. Co.

Pender, Neb.—Leon Ream has succeeded Carl Holverson as mgr. for the American Grain Co.

Holdrege, Neb.—The Farmers Eltr. Co., will overhaul and enlarge its plant to 20,000 bus., capacity.

Omaha, Neb.—J. F. Twamley, Son & Co., have not abandoned the contemplated erection of a terminal eltr.

Omaha, Neb.—Merriam & Holmquist expect to build a transfer eltr. before the new crop begins to move.

Eustis, Neb.—H. P. Nielson has sold his interest in the eltr. to Winther Bros., who took possession May 1.

Hadar, Neb.—The Nye-Schneider-Fowler Co. contemplates trebling the capacity of its eltr. this season.

Rosemont, Neb.—Henry Stumpenhorst, who has been mgr. for H. Gund & Co. for 14 years, contemplates retiring.

Dawson, Neb.—The John H. Lynds Grain & Eltr. Co. has succeeded John H. Lynds & Co. W. A. Albright is mgr.

Bartley, Neb.—The farmers have organized an eltr. company and will build an eltr. in time to handle the coming crop.

Omaha, Neb.—The Exchange Grain Co. contemplates the erection of a terminal eltr. in time to handle the new crop.

Bloomfield, Neb.—A. C. Carroll, of Jackson, has closed down his eltr. for the season owing to the slow movement of grain.

Omaha, Neb.—The Transmississippi Grain Co. will rebuild its terminal plant and have it completed in time to handle the new crop.

Arlington, Neb.—The eltr. of the Nye-Schneider-Fowler Co. was damaged Apr. 17 when the oil house of the N. W. Ry. was destroyed.

At the meeting of the Governing Committee of the Nebraska Grain Dealers Assn. May 2, H. G. Miller was re-elected secretary for the ensuing year.

Douglass, Neb.—The Hopkins-Goodell Co., of Crete, has purchased the eltr. of Sabin & McPherson and took possession Apr. 1. J. W. Phillips is mgr.

Kearney, Neb.—The Westbrook-Gibbons Grain Co., of Omaha, will build a transfer eltr. of 25 cars capacity and stor-

age room for 150,000 bus. on the U. P. R. R.

Gladstone, Neb.—A. C. Bonawitz has demolished his old eltr., the foundation of which proved too weak for the load, and is building a 20,000-bu. house.

Manley, Neb.—The Manley Co-operative Grain Assn. will build a 15,000-bu. eltr. on the M. P. Ry. A gasoline engine will be installed. C. M. Andrus is mgr.

Blue Springs, Neb.—Blythe & Patton's new 13,000 bus. cribbed eltr. with 7-h. p. Howe Gasoline Engine and 500 bus. Fairbanks Hopper Scale has just been completed by D. H. Cramer.

Table Rock, Neb.—Butterfield & Co. will build an addition to their eltr. which will double the capacity. Cleaners will be installed and this point made a cleaning station. Grinders are to be added also.

Straussville, Neb.—The National Farmers Exchange of Kansas City has just completed a 12,000 bus. eltr. with 12-h. p. Fairbanks Gasoline Engine and a 200 bus. Fairbanks Hopper Scale. D. H. Cramer designed and built the house.

North Loup, Neb.—The eltr. of Geo. Johnson burned Apr. 28 with \$1,000 worth of grain, principally wheat. Insurance only \$250 on the property burned. Cause of the fire is not known. It is understood that the house will be rebuilt.

Lincoln, Neb.—The Lincoln grain exchange project is still alive, and its promoters say all that is necessary now is to select quarters and begin business. There is still some talk of building a large eltr. and it is understood that the Missouri Pacific will donate a site.

Omaha, Neb.—The Lucern Products Co. is being organized by M. C. Peters. The company will have a capital of from \$50,000 to \$75,000 and will grind stock food from alfalfa and molasses, the output to be not less than 120,000 pounds daily. A plant consisting of 3 buildings will be erected.

Seward, Neb.—Boyes, Hulshizer & Co. brought suit against Oscar O'Bannon for failure to deliver 600 bus. of wheat as contracted for at 83 cents per bu. O'Bannon sold the wheat to other parties for 99 cents per bu. The suit was brought to recover the difference between the contract price and the price for which O'Bannon sold it. The plaintiff got judgment for \$103.

Omaha, Neb.—The Updike Grain Co. has let the contract to Seeley & Co. for a 500,000-bu. cribbed eltr. of the Chase style. The eltr. will have two receiving tracks on one side and two shipping tracks on the other, four receiving and two shipping legs being provided. The machinery equipment will be supplied by the Weller Mfg. Co. It will be equipped with invincible clippers and cleaners and run by electric power. Its transferring capacity will be 100 cars per 10 hrs. It is being erected along the Union Stock Yards Co., which gives connection with all Omaha roads. It is to be ready for grain July 1.

NEBRASKA LETTER.

Hallam.—Rippen & Son have sold their eltr. at this point to Wm. Burk & Co.

Falls City.—Albert Maust, of Maust Bros., on April 30 took unto himself a wife, Miss Nancy Bryant, of Kansas City.

The Omaha Eltr. Co. has sent out a paint crew equipped with a car, to paint its many eltrs. throughout the state. It has closed its houses at Brady, Darr and

Eddyville until the movement of a new crop next fall.

Platte Center.—Thos. O'Shea, of Madison, has bot out Chas. F. W. Bloedorn & Co. at this point. Chas. F. W. Bloedorn & Co. but recently entered the grain business, having bought out Westbrook-Gibbons Grain Co.

Omaha.—The annual meeting of the Nebraska Grain Dealers Assn. was well attended by dealers from all over the state, about 100 being present. A great many traveling men from Chicago, St. Louis, Kansas City and St. Joe were in attendance.

Omaha.—The Omaha Grain Exchange is making very vigorous protests against the Great Northern road entering by way of Ashland, circling around Omaha from Fremont to Ashland and then coming into Omaha. If the road cannot come direct to Omaha, the Exchange wants it to stay out altogether. The long haul around will naturally put a rate on the stuff so high that it will divert it to Minneapolis instead of bringing it into Omaha, and also will pick up Burlington stuff that would have come to Omaha for transfer and take it clear through without change. This would work a very great hardship on the Omaha market, and hence their protests against this indirect entrance into Omaha.

Lincoln.—On May 2 a number of the eltr. men met the Board of Equalization to present their complaints on the present taxation law. Last year the question of the average amount of capital invested in the business caused much discussion and much trouble in answering. It was finally decided that the total amount of business done at each station in dollars and cents, divided by 312, would be the average amount of capital invested in the business. This year, however, this method was not agreeable to the Board of Equalization, and a circular was issued to the assessors instructing them to divide the total amount of business done at each station in dollars and cents, by 24, and that would be the average amount of capital invested in the business. This ruling was formulated on the theory that the business of the eltrs. is practically transacted in four months of the year. This method is not satisfactory to the grain dealers, as it is claimed this will make the amount too large, and that no matter by what figure it is divided, it will mean double taxation. Unless this ruling is changed, however, this is the basis on which the eltr. men will be assessed as to the average amount of capital invested in the business.—E. C.

NEW ENGLAND.

Colchester, Conn.—The eltr. for W. C. Latimer has been completed.

New Milford, Conn.—The grain storehouse of Ackley, Hatch & Marsh burned Apr. 18. The loss is covered by insurance.

Sag Harbor, Me.—Francis H. Palmer, cashier of the Peconic Bank, embezzled \$50,000 of the bank's monies trying to follow Gates in the big wheat deal.

Morrisville, Vt.—H. A. Slayton & Co. have installed a 100-h. p. electric generator in their old mill and a motor at the track and will do merchant milling. They also have increased storage for 14,000 bus. of grain in connection with their large storage for feed and flour. They make a specialty of shipping mixed cars.

Nashua, N. H.—Allegations were made at the board of trade directors' meeting that the sealers of weights and measures here have previous to the present year charged exorbitant prices for their work. O. B. Tilton, proprietor of the Nashua grain eltr., introduced the matter and presented the law, which states that sealers shall charge 25 cents for each seal up to five, and where a dealer has more than five, half price shall be charged for the extra ones.

While the condition of the grain export business is not entirely satisfactory to the exporters and steamship interests, yet there has been a marked improvement over last year. Since Apr. 1 28 steamers have sailed from this port, of which 23 went direct to European ports and 5 called at either New York, Philadelphia or Baltimore to complete their cargoes. The grain shipments during the month aggregated 1,690,761 bus. of wheat, corn, oats and barley. Since Jan. 1 the cereal exports from Boston have totaled 6,096,222 bus., of which 5,159,610 bus. were corn, 620,573 bus. wheat, 22,128 bus. oats and 293,911 bus. barley. For the corresponding 4 months last year 3,456,093 bus. of wheat, corn, oats and barley were exported from here, showing an increase so far this year of 2,640,129 bus. While there has been a falling off in the shipments of wheat the corn exports have more than doubled this year, the shipments being 5,159,610 bus., against 2,366,981 bus. last year. Last week the shipments of corn were the heaviest for months, about 556,000 bus. having been exported.—H. B.

NEW JERSEY.

Camden, N. J.—The grain eltr. of Sitley & Sons will be rebuilt as soon as the ruins are cleared away. About 100,000 bus. of grain were burned in the fire.

Jersey City, N. J.—The Central Hay & Grain Warehouse Co. incorporated, \$10,000 capital stock. Incorporators, Jonathan Hawkins, Abraham G. Lamsing and R. E. Alexander.

NEW YORK.

Farmer, N. Y.—L. C. Bradley has been succeeded by L. C. Bradley & Co., address Interlaken, N. Y.

Albany, N. Y.—W. Sanford Vanderzee will build a grain eltr. on land leased from the railroad for 25 years.

New York, N. Y.—Henry L. Karrick, of Karrick, Gray & Williams, and formerly of Minneapolis, has been elected a member of the Produce Exchange.

Brooklyn, N. Y.—The Wm. K. Voorhees Grain Co. incorporated, \$75,000 capital stock. The directors are: Frank H. Voorhees, Wm. K. Voorhees and Alfred M. Voorhees, all of Brooklyn.

New York, N. Y.—B. E. Saveland has engaged in business on his own account. He will still represent the Calumet & Western Eltr. Co., but will receive shipments from other western houses.

New York, N. Y.—Objection has been made to the adoption by the Produce Exchange of the National Hay Assn. grades, which permit clover in No. 1 timothy, and the committee may reconsider its action as requested in a petition.

Buffalo, N. Y.—We are indebted to F. Howard Mason, secy. for a copy of the annual report of the Chamber of Commerce of Buffalo, for 1904. The report includes a list of the members and asso-

ciate members corrected to Apr. 1, 1905, and valuable statistics of the trade and commerce of this important lake port.

Salamanca, N. Y.—Henry Neff will rebuild his mill which burned Apr. 19. It will be equipped with a 50-h. p. gas engine, high feed roll and 24-inch attrition mill and will have storage for 10,000 bus. of grain and 150 tons of feed.

New York, N. Y.—Embargoed via N. Y. Cent., Erie and L. Valley have been raised, but so far, May 3, receipts of hay are not much affected, the daily supply being regulated by the amount of hay disposed of.—Gilbert Plowman & Co.

New York, N. Y.—The Produce Exchange has formulated a protest against the new German tariff on grain, urging that the Dept. of State take such action as will place the United States on a competing basis with European countries.

BUFFALO LETTER.

The hot-corn period is now about over. Car receipts have fallen off quite as much as usual and the corn coming by lake is in pretty good condition. There is some warmth to it, but elevation seems to remove it.

Holders of Duluth spring wheat here appear to have got left to the extent of about half a million bushels. They kept a firm front, though, and may have come out ahead as it was, for they sold at a good price when any was moved.

The winter has brought us a big business in car grain and if the lakes turn out a fair amount it will be fair to say that the Buffalo-New York grain route has not suffered much after all, spite of the many complaints to that effect.

Some of the millers were short of spring wheat before the delayed Duluth fleet got in. It is odd that they would take such chances again, after going practically without wheat last spring for nearly a month on account of the lake strike.

The early grain fleet has had its trials and was still up to a day or two ago making slow progress through the ice at the mouth of the harbor, but that is about gone now. Buffalo has so far received 5,000,000 bus. of grain by lake, which is a fair start.

The canal boatmen are feeling very confident of a good season and also of a steady increase of business. The opposition to the barge canal is apparently over, work on the improvement is begun and the opening rate of 4 cents on wheat to New York is profitable.

Maltsters complain of a very light demand for their product, some of them saying that the weather is so cool that the consumption of beer is less than usual. Erection of the new plant of the American Maltng Co. is making no progress, some hitch in obtaining title being reported.

Pres S. M. Ratcliffe of the Car-Grain Ass'n is making up his committees for the year and promises the usual amount of activity. This Ass'n has done good work always and justified its formation by securing the through-billing privilege from the roads, which alone was a great boon to the grain trade here.

Of course the grain dealer who was without entangling connections in wheat, as is generally the case here, was more than glad to see the May corner go to pieces. There has been next to no wheat trade here for years, on account of the fictitious price of it, but now that futures

are down to a cash basis practically there is a much better feeling in the cash trade.

J. H. Rodebaugh has bought a controlling interest in the Niagara Mill & Eltr. Co. and will conduct it in connection with his feed trade. The business was established by Heathfield & Washburn some years ago, but received a bad blow from the Washburn failure. It is a good property, having a feed mill in connection and being right in line for the transfer of grain coming on the Michigan Central.

Hot corn has been the word among the grain men much of late, though there has not been nearly as much as was expected, thanks to the extremely cool weather. Had it been warm there would have been great loss. The natural condition of the corn was such that the worst was feared, but the actual amount seems to have been less than last year. The wet-grain dealers made quite a profit on it by drying it and shipping it to New York, where it is mostly exported to Holland, but whether to be sold for cow feed or making gin is a question.

The remains of the fallen Ontario Eltr. are largely where they lay seven months ago, but it is expected that work on their removal will begin soon. There is an insurance of \$110,000 on the building, which the owner will try to collect before long. The plan is to build a new steel eltr. on the site. It seems to be the general opinion that nobody is responsible for the loss on the grain unless it can be collected of the insurance companies and they will not pay anything unless they have to. This raises the rather uncomfortable question as to how much a warehouse receipt is really worth. An insurance agent here, who sees the gap possible between insurance and warehouse responsibility, consequent mostly on the collapse of a building, thinks it would be feasible to get up a company for the covering of just such cases. Otherwise there is much more risk on warehoused property on the part of the owner than most people think.—J. C.

NORTH DAKOTA.

Fingal, N. D.—The Co-operative Eltr. Co. will build an eltr.

Ardoch, N. D.—The Atlantic Eltr. Co. will build a 30,000-bu. eltr.

Minot, N. D.—C. G. Ireys will build 5 or 6 eltrs. along the Soo Line east of Kenmare.

Valley City, N. D.—Louis Noltmier has been appointed mgr. of the Farmers Co-operative Eltr. Co.

Dresden, N. D.—The St. Anthony & Dakota Eltr. Co. has purchased the eltr. of the Thorpe Eltr. Co.

Washburn, N. D.—The Washburn Grain & Feed Co. has been granted a site for the erection of its eltr.

St. Thomas, N. D.—Miller Bros. will rebuild their eltr., which burned Mar. 13, with a capacity of 35,000 bus.

Cavalier, N. D.—Neil Thompson has purchased a half interest in the firm of French & Son. Wm. French retires.

Mandan, N. D.—The Mandan Mercantile Co. will rebuild the eltr. burned last winter. The capacity will be increased.

Williston, N. D.—It is rumored that the Hoit Grain Co., of Minneapolis, has purchased the line of eltrs. of Dulaney Bros.

Lakota, N. D.—The Grain Producers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, John M. Hartin,

Wm. C. Fairbanks, Robert Gardner, and others.

Langdon, N. D.—Westfall & Durbin have secured sites at 4 towns on the Great Northern extension and will build eltrs. this summer. Munich is one of the towns.

Harvey, N. D.—The eltr. of the Royal Eltr. Co. was damaged recently by a fire which was started by a hot box on the bearings at the top of the eltr. shaft. The flames were extinguished by a borrowed chemical engine.

Minot, N. D.—The Cargill-Robb Eltr. Co., of Minneapolis, has purchased the eltrs. of the Robinson Eltr. Co. on the Soo Line. A. A. Robinson retains the eltrs. on the G. N. Ry. with headquarters in Minot, as formerly.

Fargo, N. D.—Hon. J. B. Folsom attended a conference at Duluth, Minn., recently with F. R. Crumpton of Superior, L. W. Hill, first vice pres. of the Great Northern, Hon. J. L. Cashel of Grafton, N. D., and Attorney Murphy of Grand Forks, to consider the new Wisconsin grain inspection law. An amendment was suggested to allow Minnesota inspectors to grade grain in Wisconsin, so that the owner of the grain could have his choice of the two inspections. It is rumored that H. M. Creel of Devils Lake is to be the North Dakota member of the Wisconsin grain inspection board.

OHIO.

Mercer, O.—J. F. Disher will repair his eltr.

Pittsburg, O.—Ed. McCue is preparing to build an eltr.

Enon, O.—T. W. Brooks has succeeded Langen & Brooks.

Buckland, O.—The Buckland Grain Co. is building an eltr.

Monticello, O.—Voke Bros. & Clay have purchased the eltr. of Disher & Voke.

Donnelsville, O.—W. W. Morris will add a corn meal and feed grinding outfit to his eltr.

Salem, O.—Satterthwait Bros., dealers in grain and feed, recently suffered \$5,000 loss by fire.

Bryan, O.—Harry Keck, who was for many years in the seed and grain business here, died recently.

Findlay, O.—Gorrell & Kimmell will enlarge their eltr. soon, increasing the capacity to 15,000 bus.

Weston, O.—O. E. Long and Henry Businger have leased the eltr. of the United Grain Co. and will operate it.

Pittsburg, O.—Aaron Wright & Co. are operating the eltr. recently purchased under the firm name of the Union Grain Co.

Norwalk, O.—F. A. Jenkins will build a cupola on top of his eltr. and will install a 500-bu. hopper scale and 6-ton wagon scale.

Mt. Heron, O.—Bailey & Teegarden have succeeded Kester & Bailey, Mr. Teegarden having purchased the interest of Mr. Kester.

Cedarville, O.—Kerr & Hastings Bros. have bot the eltr. and implement business of W. R. Sterrett, and will operate it in connection with their other house.

Grover Hill, O.—The McMillen Grain Co., of Van Wert, has made Grover Hill its headquarters for its eltrs. along the C. H. & D. Ry. D. W. McMillen, secy.

and treas. of the company, is located here permanently.

Columbus, O.—The Grain Dealers Nat'l Mutual Fire Ins. Co., of Indianapolis, Ind., has applied to the insurance department of Ohio for admission to the state.

Gettysburg, O.—Peterseim & Toman have purchased the eltr. and corn cribs of Wm. E. George for \$8,700, cash. Mr. George retires from business after 33 years.

Canal Winchester, O.—The Winchester Milling Co. has let the contract to the Steel Storage & Construction Co. for the rebuilding of its storage plant on the steel tank system.

Toledo, O.—The Toledo Salvage Co. has purchased the salvage grain from the Argentine eltr. fire at Kansas City. At the time of the fire the eltr. contained about 70,000 bus. of wheat.

Cincinnati, O.—The Herman Goepper Co. has leased the old R. A. Dykins grain eltr. for an indefinite period at an annual rental of \$1,500. With the lease goes a privilege of purchase for \$30,000.

Marysville, O.—The grand jury has indicted several property-owners for renting buildings to a bucket-shop conducted by Odell & Co., of Cincinnati. One landlord pleaded guilty and was fined \$500 and costs.

Springfield, O.—C. B. Jenkins of Marion, was elected secy. and treas. at the recent meeting of the Ohio Millers Assn. The Assn. decided to join the Ohio Shippers Assn. Resolutions were adopted protesting against speculation in grain.

Forest, O.—Curt Vanorsdal has withdrawn from the firm of G. W. Fox & Co. and has engaged in other business. Mr. Fox continues the business under the same firm name and has taken his son and daughter into the business with him.

Jackson Center, O.—Allinger & Threlkeld have succeeded G. E. Allinger & Son, G. E. Allinger having sold his interest in the 50,000-bu. eltr. and 100-barrel mill to his son, L. C. Allinger, and Kirby Threlkeld and has retired from active business after 50 years in the eltr. and milling business.

TOLEDO LETTER.

J. J. Coon is spending a week at his old home in Rochester, N. Y.

The United Grain Co. is remodeling its offices, which will soon present a very handsome appearance.

Chris. Strasser, formerly with Southworth & Co., has accepted a position with the United Grain Co., at Chicago.

Previous to the big wheat break of a couple of weeks ago, millers were buying mostly of No. 4 and n. e. g. grades of wheat. Since the slump these grades are not wanted, the millers taking nothing but No. 3.

The movement of wheat and corn has been very light for some time. As soon as the farmers have their corn planted, a larger movement is looked for. As for oats, the movement is much larger than this time last year, being a third more last week.

Paulding, O.—The stockholders of the Farmers Grain Co., at a meeting held a couple of weeks ago, amended its by-laws providing for 7 directors instead of 6, the new director being A. A. Duprey. A dividend of 6 per cent on the par value of the stock was declared.

"Grain trade is extremely dull," said Ed. H. Culver. "With large shipments

from the Argentine, there is nothing to prevent cash wheat from going much lower. I expect to see it selling on this market for 60 cents before harvest time. I wouldn't be surprised to see the new crop start in at 65 cents."

David Wallace, seed inspector for the Exchange, and E. L. Southworth left yesterday on a fishing trip in Michigan. Both can tell stories which make your eyes water and all are true. As evidence of the truthfulness of some of his stories, Mr. Southworth has a large stuffed tarpon hanging in his office in the Exchange building.

"I look for cash wheat to decline to 75 cents," said S. C. Reynolds. "That is enough for it anyhow. Wheat has been entirely too high for export millers to do business. The present condition of the crops points to a very prosperous year, the most prosperous in the history of the country. I am looking for a big yield in wheat, and the prices to be where millers can do a big export business."

Since the trunk lines have formed a combination and made an all-rail grain rate to the coast from Chicago at such a low figure that very little grain will be carried by water during the summer season, owners of boats at this point have given up the idea of making anything out of the transportation of grain. The boats will be directed to other traffic. There were a number of good grain lines out of this port several years ago, but during the past few years very little business has been done.

Bryan, O.—George E. Letcher, the wealthy Californian, who operated with a firebug gang in northeastern Ohio a couple decades ago in the burning of a large number of eltrs., stores, etc., has been refused a new trial, although a second motion was filed. Judge Donnelly, of Napoleon, on receiving the second application for a new trial, did not go to the trouble to hold court to hear the motion, but telephoned immediately to the county clerk at this place, stating that the second motion stood overruled. Letcher has been sentenced to serve 5 years in the penitentiary, his chances for evading the penalty imposed on him being very slim.—H. D.

OKLAHOMA

Alva, Okla.—The Alva Roller Mills contemplates building several line eltrs.

Renfrow, Okla.—J. W. Resser contemplates selling his eltr. and retiring from the grain business.

Renfrow, Okla.—The Farmers National Exchange, of Kansas City, has purchased the eltr. of the Stevens-Scott Grain Co.

Enid, Okla.—The White Mills Co. has purchased the eltrs. of Goltzy & Sons on the Valley railroad, between Enid and Avar.

Waukomis, Okla.—The Home Grain Co. is repairing its eltr. Geo. A. Grose-close & Son are rebuilding their eltr. and installing Fairbanks loading scales.

Kingfisher, Okla.—The Robb-Bort Grain Co. incorporated, \$25,000 capital stock. Incorporators, Wm. F., John F. and Milo C. Bort, Sallie B. Robb and W. W. Noffsinger.

At the meeting of the Grain Dealers Assn. of Oklahoma and Indian Territory at Enid, Okla., May 18, arrangements will be made for a campaign of education to induce farmers to use better seed and grow larger crops. F. S. White, indus-

trial agent of the Frisco System, is actively promoting the enterprise, and will furnish a car from which professors from the Dept. of Agri. at Washington will lecture.

The Home Grain Co., of Kansas City, is repairing its eltrs. in Oklahoma to be ready to handle the large wheat crop that it now growing. W. H. Brockman has charge of the building and repair work.

OREGON.

Echo, Ore.—The Pacific Warehouse Co. will tear down its warehouse and will build a 40x200 ft. building to replace it.

PENNSYLVANIA.

Pittsburg, Pa.—N. Morton, receiver and shipper of grain, hay and feed, has removed to 207 Grain Exchange bldg.

Tyrone, Pa.—John H. Miller, a local grain dealer, died Apr. 21. He was secy. of the Central Pennsylvania Millers' Protective Assn.

Reading, Pa.—C. W. Pennock was recently adjudged a voluntary bankrupt and Samuel E. Bartolet was appointed referee. Liabilities, \$21,939 with assets, \$14,733.

Lancaster, Pa.—Nein & Fisher have purchased the old eltr. and warehouse of Fred Pontz and took possession May 1. The new eltr. and warehouse for Mr. Pontz have been nearly completed.

Pittsburg, Pa.—The opening of the new quarters of the Grain & Flour Exchange on May 11 will be celebrated by the grain dealers. So far the committee in charge of arrangements has arranged for music, luncheon and speeches.

Philadelphia, Pa.—The Grain Committee of the Commercial Exchange will again endeavor to have the Pennsylvania Railroad take charge of the eltr. at North Philadelphia and operate the house as a regular public eltr. The eltr. now is managed by a grain firm.

Pittsburg, Pa.—R. S. McCague feels highly gratified that the grain dealers are moving to the building at Penn and 10th st., since he was the first one to rent an office in the building and the only one who rented previous to ascertaining that the Grain Exchange would be located there.

PITTSBURG LETTER.

Rye season is about over, and shippers are advised to hold off, as large buyers are now out of the market.

Millfeed, which has for so long been reported in a discouraging condition, is not doing any better. It is only the fact that receipts have not been heavy that has kept the market from going completely off.

Straw is dull. An advance in prices a couple of weeks ago has been followed by a recession in quotations. That the situation is not worse than it is can be attributed entirely to the fact that receipts have been very light, for demand is exceedingly light.

Of ear corn it may be said that there has been a steady increase of strength for over two weeks. But little has been arriving, and there has been a demand for each car before its arrival. Prices have been moving forward, and have touched a high level. So scarce has this commodity been that shippers have been sent hurry calls frequently, but the most urgent entreaty has failed to bring results quick enough to supply the local demand. There is still an opportunity for shippers

to send forward stock of this kind and obtain profitable prices.

Shelled corn has not had so easy a course to run as ear, but at present there is an excellent demand for good yellow. Prices have been down, and have again recouped since last report, and are now resting firmly. Recent shipments have shown some improvement, for the condition has not been bringing out the complaint of hot corn so strenuously as it was heard a couple of weeks ago. For a while heated corn was so frequent as to be the rule rather than the exception, and the market was somewhat demoralized in consequence. Complaints were numerous and from all quarters.

Oats have been coming forward in fairly liberal quantities, but receipts have apparently all been taken at quotations which must have been close to list figures, for there has been little opportunity for dropping. The market is quiet, and dealers claim to have much difficulty in effecting sales, but there does not seem to be much accumulation. Opinion is gaining ground that bottom has been touched, and that there must be some sort of a revival before long which will improve selling figures. The dull season in oats has been very long drawn out. One reason for this, as for hay, is that Pennsylvania crops were very heavy last year.

Within the short space of two weeks, and really in not much more than half that time, a very decided change has come over the hay situation in the local market. Prior to that time there was unceasing call for shipments of best grade timothy, with a fair market for No. 2, prices holding their own with but little variation. The present range of quotations is lower than it was a week ago, and, while so far the decline has not been in the nature of a slump, it is sufficient to show which way the trend is, and conditions all favor a further downward movement. That the fall did not come sooner is the only surprising feature, and has been a matter of which dealers are not a little proud. At present Pittsburg does not have to doff its hat to other markets, being proportionately the highest. There is now, however, and has been for some days, excellent growing weather, and pasturage is commencing to cut a large figure in the situation. An immense quantity of hay was raised in this locality last year, and it is still somewhat in evidence, there being a larger tonnage than western shippers understood or appreciated. In fact, Pennsylvania's crops of all kinds during the last season were much above the average, and this fact contributed not a little to holding down prices in more than one line.—C. H.

SOUTH DAKOTA.

Humboldt, S. D.—The Farmers Eltr. Co. will build an eltr.

Armour, S. D.—The Armour Mill Co. will build a 25,000-bu. eltr.

Lesterville, S. D.—B. A. Freidel will overhaul and improve his eltr.

Corona, S. D.—The Farmers Eltr. Co. will build an eltr. A site has been secured.

Appleby, Castlewood P. O., S. D.—Don Livingston, of Watertown, will build a 15,000-bu. eltr.

Millbank, S. D.—The Sullivan Lumber Co., of Sisseton, has purchased the eltr. of John E. Burgan. Oscar Simondson has taken charge as mgr.

Lebanon, S. D.—The Atlas Eltr. Co. is building a new lumber house and yard. Emil Voigt is mgr.

Armour, S. D.—A. H. Betts, of Mitchell, has purchased the eltr. of Wait & Dana and took possession May 1.

Parker, S. D.—C. W. Thompson has let the contract to the Younglove Construction Co. for the erection of his eltr.

Houghton, S. D.—The Sleepy Eye Milling Co. has purchased the eltr. of the Aberdeen Eltr. Co. It has been remodeled.

Ellis, S. D.—The Peavey Eltr. Co. is improving its eltr. A new boot, leg and 12-inch belt are being put in and the house is being given a coat of paint.

Alpena, S. D.—The Alpena Warehouse & Eltr. Co. has succeeded the Farmers Eltr. Co. The South Dakota Eltr. Co. has purchased the eltr. of L. N. Loomis.

De Smet, S. D.—The eltr. of G. W. Van Dusen & Co. burned Apr. 26. The fire started from an explosion of kerosene oil in the railroad station while an employe was filling and lighting the switch lamps. The eltr. will be rebuilt this summer.

Canton, S. D.—The Farmers Eltr. Co. has been organized with \$20,000 capital by a number of farmers and merchants, to conduct a grain and produce business. An eltr. will be built if the eltr. and business of the Canton Grain Co. cannot be purchased. Simon Ulrikson, C. B. Kennedy, and others, are interested.

Egan, S. D.—The Moody County Grain Co. has been organized by the farmers and the contract has been let to L. O. Hickok for the erection of a 42,000-bu. eltr. to cost \$3,700 and be completed by July 1. The officers of the company are: J. H. Oakes, pres.; E. M. Culver, secy.; T. H. McCormick, treas.

Clear Lake, S. D.—Herman Ulven, second man in the farmers' eltr., had a narrow escape from instant death recently. He stood near the engine with a long overcoat on and in some way got caught in the friction clutch that runs the feed mill. He was wound around the shaft a few times before his feet caught the electric wires that run from the engine to the battery, breaking the connection and stopping the engine. An arm and a leg were broken, the leg in 2 places, and one or two ribs broken. He will recover.

SOUTHEAST.

Amelia C. H., Va.—While not raising grain largely for export since the period of low prices some years back more effort is now being made to use machinery and increase the crop. This is a good wheat country. Shipment is made in bags to Richmond, Va. We have no eltrs.—C. N. Stacy.

TENNESSEE.

Lancaster, Tenn.—The Lancaster Grain & Implement Co. purchased the property of J. W. Kerr.

Trenton, Tenn.—The Fork Deer Roller Mills will build a 20,000-bu. eltr. Tatem & Jurney are proprietors.

Dickson Springs, Tenn.—The Dixon Springs Mill & Grain Co. incorporated, \$8,000 capital stock. Incorporators, Paul Johnson, H. B. Wright and J. D. Allen.

Nashville, Tenn.—Nashville is full of hay bot by Willis Dickson & Co., of Memphis, Tenn., who were doing business without the funds required. All of this

hay has been turned over to L. L. Wade for disposition.

Nashville, Tenn.—The Southern Milling Co. has been reorganized. Thos. C. McLaughlin has retired and T. M. Steger, Jr., has been admitted to partnership with Louis A. Miller. Mr. Steger will be secy. and treas. of the company.

Memphis, Tenn.—The new rules approved by the Hay & Grain Assn. have been adopted by the Merchants Exchange. An eltr., to be declared regular must have its inspection and weighing done under the supervision of the Merchants Exchange.

Nashville, Tenn.—The Nashville Warehouse & Eltr. Co. has contracted with the Macdonald Engineering Co. for the erection of a fireproof grain eltr., 250,000 bus. capacity, to be built on the company's property at Nashville. The building is to be entirely of reinforced concrete, divided into 54 separate storage bins, ranging in capacity from 1000 to 6000 bus. each. There will be no combustible materials in the building or machinery, excepting the belting. The new structure will be built adjacent to the company's present wooden eltr., which will be overhauled and equipped with the latest and most efficient apparatus for unloading, storing, cleaning, drying, elevating and shipping grain. The receiving capacity of the plant, when completed, will be 100 cars a day. It is to be in operation to handle the present crop about the middle of July and will be completely finished by the first of August. This is the first instance of the use of concrete for the building of a grain storage eltr. in the south and is creating much interest among the grain trade.

Memphis, Tenn.—Creditors of Willis Dickson & Co. held their first meeting May 1 before Referee in Bankruptcy R. D. Jordan. The books of the concern are in such bad condition that the responsibility for the apparent shortage of \$1,000 in the firm's accounts has not been determined. The bookkeeper, J. J. Elder, has disappeared. The business was removed from Birmingham to Memphis a year ago, but amounted to practically nothing until a relative was induced to loan J. W. Dickson \$1,800 to put into the firm. W. D. Smith & Co., of Avena, Ill., have brot suit against the Nashville, Chattanooga & St. Louis Railroad to get possession of 2,787 bales of hay consigned by them to the bankrupt firm. Two days before the failure J. Willis Dickson deposited bills of lading on 31 cars of hay and grain with the Memphis National Bank, 11 cars having been so consigned by Smith & Co. and not paid for. The Memphis National Bank has replevined 6 cars of grain and hay at Nashville. C. E. Dickson, of Potter, Dickson & Co., Harrisburg, Ill., has a 1-3 interest in the firm of Willis Dickson & Co. The creditors have elected C. H. Elliott trustee.

TEXAS.

Rhame, Tex.—The Rhame Milling Co. is improving its eltrs.

Valleyview, Tex.—J. B. Wells, of Sanger, will build a 200-barrel mill.

Houston, Tex.—The South Texas Grain Co. will build a warehouse to cost \$13,000.

Iowa Park, Tex.—The Farmers Union Eltr. Co. contemplates the erection of a 30,000-bu. eltr.

Plano, Tex.—R. L. Stevens has purchased the interest of Mr. Russell in the

firm of J. J. Russell & Co. and will hereafter conduct the business.

Roanoke, Tex.—The Foster-Brand Eltr. Co. will enlarge its eltr. increasing the capacity to 100,000 bus.

Dallas, Tex.—The Texas Grain & Milling Co. incorporated, \$2,500 capital stock. Incorporators, J. P. Wylie, W. A. McCullough and J. C. Wylie.

Plano, Tex.—The J. T. Stark Grain Co. is building a 100,000-bu. eltr. Hughston Bros. are building a 20,000-bu. eltr. which will be completed in time to take care of the coming crop.

Ft. Worth, Tex.—The Cox-Campbell Grain Co. incorporated, \$10,000 capital stock. Incorporators, J. A. Cox, of Wichita Falls, Roy Campbell, T. H. Smith and J. B. McFarland, of San Antonio.

Matagorda, Tex.—The Matagorda Rice Co. has been organized with \$125,000 capital and will incorporate. The company has secured a tract of 1,100 acres south of Matagorda and will also grow rice beside conducting the milling business.

Ft. Worth, Tex.—The Dazey-Moore Grain Co. will build a 30,000-bu. eltr. on the Santa Fe Ry. to cost about \$15,000. A warehouse 40x125 ft. will also be erected. A wheat cleaner, oat chopper and corn chopper will be installed. The company has not decided whether electric or gasoline power will be used.

Galveston, Tex.—Grain exports for Apr. were 651,256 bus. of corn with no wheat; compared with 192,720 bus. of wheat and 386,195 bus. of corn for Apr., 1904. Exports for the 8 months prior to May 1 were 32,000 bus. of wheat and 5,417,546 bus. of corn; compared with 10,815,371 bus. of wheat and 3,397,713 bus. of corn for the corresponding months of the preceding season, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

Galveston, Tex.—At a recent meeting of railroad and grain men Julius Jockusch stated that a few years ago schooners used to come to Galveston to load grain, but quarantine and rate discrimination has put an end to that business. The flat rate exists at Mobile and at other ports and Galveston is discriminated against in this respect. It costs no more to haul grain to Galveston for local consumption for the coastwise trade than it does to haul it here for export, and what we want is an equal deal and a protection for our tonnage. Another matter brought up by Mr. Jockusch was the grain trade with Mexico. All this grain has to be sacked as there are no eltrs. at Mexican ports and Mr. Jockusch asked the railroads to absorb 1c per bu. on expenses attached to the shipments as labor and wharfage had to be paid by the shipper, whereas eltr. charges on European shipments were absorbed.

Austin, Tex.—The railroad commission has made a new grain tariff effective May 12. The principal changes are: Making maximum joint line rate on grain 15c instead of 17c. The maximum joint line rate to Galveston has been 15c and the mills will now get the advantage of that rate. Amending rule for extra service in milling in transit, so as to make it definite and certain. This is done by striking out the old rule No. 7 under milling in transit and substituting a new rule, No. 4. Commodity rates on cereal foods are stricken out and cereal foods will hereafter move at class rates.

The new rule as to joint rates is as follows: Rates to apply on shipments

transported over two or more lines of railroad which are not under the same management and control shall be made as follows: Each line shall charge to and from junction points the rates herein prescribed for local application until the sums of such charges reach the following maxima: On flour 20c and on grain and hay 15c per 100 pounds.

The new milling in transit rules are as follows: Subject to the provisions hereinafter named the rate to be protected shall be that in effect on the grain product to final destination from point of origin of the grain or from the milling point, whichever is greater; provided:

1. If any extra service is performed in excess of 100 miles there shall be, for such extra service, a charge of $\frac{1}{2}$ c per ton per mile in addition to the regular rate herein otherwise prescribed.

2. The extra service, whether back haul or indirect, shall be arrived by ascertaining the short line mileage from origin of grain direct to destination of product and subtracting same from the short line mileage from origin of grain via milling point. The difference thus ascertained, in excess of 100 miles, will represent the extra service for which the additional charge shall be made.

3. In no case shall the rate be less than the regular mileage rates for the distance traversed by the grain and the product, and extra service will begin only when the shipment exceeds the maximum tariff distance.

4. In no case shall there be less than 5c per 100 pounds added to the rate on the grain to the milling point when the product moves to final destination; this, of course, to be in addition to the differential rates when shipments move in differential territory.

TEXAS LETTER.

Colorado, Tex.—J. S. Vaughn has opened in the grain business.

The executive committee of the Texas Millers Mutual Fire Insurance Co. held a meeting at Ft. Worth on May 5 to go over the accounts of that company.

The executive committee of the Texas Millers Ass'n at a meeting in Ft. Worth set the time and place for the annual meeting of that Ass'n at Handley, May 23 and 24.

The arbitration committee of the Texas Grain Dealers Ass'n held a meeting in Dallas on May 6 and discussed and passed on a number of cases that came before them. The following members of the committee were present: W. O. Brackett, Sherman, T. N. Sleeper, Waxahachie, W. W. Andrews, Ft. Worth.

The Executive Committee of the Texas Grain Dealers Ass'n held a meeting in Dallas May 6 and decided to hold the annual meeting at Ft. Worth June 6 and 7. The following members of the executive committee were present: J. Z. Keel, Gainesville; Eugene Early, Waco; L. G. Belov, Pilot Point; H. B. Dorsey, Secy., C. F. Gribble, Sherman, and J. C. Whaley, Gainesville. Among the members of the ass'n were the following present at the meeting, C. L. Moss and J. F. Edwards, Dallas; J. T. Stark, Plano; M. M. Early, Waco; G. A. Mountcastle and J. S. Stevenson, Ft. Worth; W. S. Howell and J. H. Dawson, Abbott; Ed Doggett, McKinney; Pack Jones, Rockwall. After the committee decided on the time and place for the convention they went into executive session for the balance of the day.—J. S. W.

UTAH.

Salt Lake City, Utah.—Turner Bros. have succeeded Narnane & Co. Harvey & Co. have succeeded T. F. Narnane. The Porter-Walton Co. has succeeded Anderson & Hansen.

WASHINGTON.

Odessa, Wash.—The Big Bend Grain Co. has been incorporated. Incorporators, F. H. Guth, S. Mayer and E. J. Kreigler. A warehouse, 50x150 ft., will be built.

WASHINGTON LETTER.

Elberton.—C. N. Hinchliff, proprietor of the Elberton flour mill, is running a survey for a new mill race from the present site of his mill to the O. R. & N. track, where he will move his mill this summer.

Seattle.—The Capital Mill Cos. flouring mill in this city was recently burned to the ground. The building is practically a total loss and but little of the machinery can be saved. The loss was about \$10,000 only partly covered by insurance.

Walla Walla.—Frank B. Morse, who is gathering the Walla Walla county exhibit for the Lewis and Clark fair, has secured over 60 varieties of wheat, barley and rye, which was grown on the O. R. & N. company's experimental farm several years ago. The grains are in small pasteboard boxes, enclosed on one side with glass.

Creston.—The Creston Roller Mills, which were recently acquired by the Washington Grain & Milling Co. of Spokane, were started last week. The intention is to run the mill only a short time and then close until the new wheat crop comes in, as the supply of wheat around here is very limited. By acquiring the Creston mills, the Washington Grain & Milling Co. has a daily capacity of 800 barrels.

Prosser.—Col. A. F. Jackson of this place has invented a device for bringing wheat down from the Horse Heaven hill and loading it into cars, cleaned and ready for shipment, for one cent per bushel. It now costs two cents to load the wheat into the cars after it is delivered at the warehouse. It is said that the device can be put into operation for about \$1,000, outside of an eltr. in which to store the wheat. A patent has been applied for.

Walla Walla.—The only grain transaction of note in this section for the past month was a sale of 5000 sacks of barley by Minnick Bros. of Waitsburg to a Walla Walla firm for a cent a pound. The price of wheat has remained about the same as for the past two months. Several offers of 84½ cents for bluestem f. o. b. Walla Walla from coast dealers have been refused, the owners asking from 85 to 86 cents. Several hundred thousand bushels remain in the hands of the grain owners. Club prices are practically the same as last fall—from 75 to 76 cents a bushel, with little demand.

Spokane.—Western wheat is coming back from the east. A few short months ago the Pacific northwest was sending trainloads of wheat into the markets of the east and the far south. At that time the price of wheat in the eastern markets was sufficiently high to make the shipping of wheat from this territory profitable to both dealer and grower. In all it is estimated that practically 15,000,000 bus. were sent to the Atlantic coast by the Pacific coast dealers. The tide has now turned. The Pacific coast sold more wheat than

could be spared and when the big oriental demand for flour came local millers found themselves short of wheat supplies.—M. C.

WISCONSIN.

Unity, Wis.—E. H. Hemp has sold out. Milwaukee, Wis.—S. Blood & Co., bucket-shop vampires, have closed, after sucking victims dry.

Ripon, Wis.—E. H. Hemp, formerly in business at Unity, has taken charge of the eltr. of the Milwaukee Eltr. Co.

Milwaukee, Wis.—Louis P. White and Chas. W. Leland contemplate returning to Chicago to continue their grain business.

Superior, Wis.—The Republic Eltr. Co. incorporated, \$300,000 capital. Incorporators, H. H. Grace, Chas. Gallagher and H. E. Rogers.

Jackson, Wis.—The Hoechn-Froehlich Co. has succeeded the Frank & Froehlich Co. L. M. Hoechn is pres. and Wm. H. Froehlich secy. and treas.

Milwaukee, Wis.—Bartlett, Frazier & Carrington have dropped their suit to recover \$153,000 from Geo. D. Emery and Carl H. Bauman, former employees.

Manitowoc, Wis.—The Northern Grain Co. contemplates building an addition to the warehouse which it operates. The addition will be used for sorting and storing wool previous to shipment.

Superior, Wis.—The eltr. operators, railroads and the Board of Trade are said to have arrived at the following understanding: All grain consigned to Superior shall be admitted to eltrs. without discrimination whether it be consigned for Wisconsin inspection or not. All grain, no matter by what system inspected, shall be weighed by Wisconsin weighers, thus assuring the commission located in Superior of a very considerable income in fees regardless of what the inspection itself shall bring; this would give the board permanency independent of the inspection feature. All coarse grains to be inspected by Wisconsin inspection. Wheat consigned for Minnesota inspection may obtain such in Superior eltrs. from inspectors working as they are at present, from the Duluth office of the Minnesota inspection dept. In return for this concession the railroad and eltr. interests agree to give the Wisconsin commission its support in making the new inspection a success, according to rumor.

MILWAUKEE LETTER.

Conferences between local railroad officials have resulted in the opening of a stretch of land in the Menominee basin for new carferry slips and trackage, all of which is very gratifying to Milwaukee grain dealers, both receivers and shippers, as the improved facilities for transferring freight will tend to prevent blockades such as those which occurred last Winter.

Some nervous tremors were experienced on 'Change for a while, when it became known that F. G. Bigelow, President of the 1st Nat'l Bank, had dissipated between one and two millions of the bank's funds in "unfortunate speculations," for a large percent of the Ch. of Com. firms' accounts are kept with that institution. The directors, however, made the loss good out of their own pockets; at least, the public has been so informed.

The wheat market has experienced a slight revival from the long period of depression, and receivers are encouraging shipments this way. Barley, also, sells

at fair prices, and the demand is picking up. Choice, clean samples of good oats are wanted. Corn holds firm, with light offerings. Rye has receded from the high level recently maintained, both in respect to price and demand. Seed brings relatively good figures and there is a better inquiry than usual at this season of the year.

A temporary structure erected on the site of Elevator "C," destroyed by fire, will be used as a freight house, and the question of building another elevator there will be deferred for the present. Some repairs have been made to Ele. "B," which was partly burned last fall, but its facilities for the handling and storage of grain will not be materially improved. Milwaukee is still waiting with its "Wilkommen" for the person with sufficient enterprise to put up one of the modern elevators so sorely needed in this market.

The threatened disagreement in the Senate committee, at Madison, with regard to reporting the R. R. rate commission bill was abruptly ended when it became noised about that, should an elective commission be decided upon, Gov. LaFollette would resign the Senatorship and seek a nomination as commissioner. So, it was unanimously recommended that the proposed commission be appointive, and the bill as finally drafted is an excellent one. The R. R.'s and their legislative creatures appear to have been completely unnerved by the idea of having "Bob" as a state R. R. commissioner; it will be safer to keep him at Washington, where there are enough restrictions to hold him down, they think. But are there?

A gentleman who recently returned from the Southeast brings news of an important development in regard to the railroad rate question. He says that he examined the papers in a carefully prepared suit which will be brought against the most comprehensive railroad combination in the country, not before the I. S. Com. Com'n but in the civil courts under the Sherman Anti-Trust Law. The first public step will be to petition the President to instruct Attorney-General Moody to prosecute the case, with the aid of evidence already gathered, which is regarded as of the most conclusive character. The plaintiff will be a union of local associations in the territory chiefly affected by the alleged "conspiracy in restraint of trade," and funds for a "finish fight" are guaranteed. The first steps in this matter were taken several months ago, since which time the plaintiff's attorneys have been hard at work on the evidence with the aid of an ex-traffic-official, and they are not only in possession of facts showing effects, but also those explaining their causes in the shape of verbatim reports of secret meetings of traffic officials, obtained through a system of espionage. The R. Rs have gained wind of the movement and attempted to employ the same tactics, but, it is believed, without success. The object of the case is not so much to force a dissolution of the alleged combination as to put the carriers in a hole and force them to abandon their opposition to legislation strengthening the Interstate Commerce Act. E. P. Bacon's committee is in no wise concerned, neither has it been consulted, and it is impossible at this time to learn its opinion of the project. A feature of interest in connection with it is the fact that one of the members of the President's cabinet is counted upon for active assistance—and a leading one, at that.—I.

Victory for Chicago Board.

The Supreme Court of the United States on May 8 gave a decision establishing in the Board of Trade of Chicago a property right in its quotations.

The Board has exclusive control over its quotations and has a right to withhold the figures from bucket-shops, the public or anyone. The decision was rendered in the long pending suit of the Christie bucket-shop of Kansas City and the Kinsey bucket-shop of Indianapolis.

In his opinion Justice Holmes characterized the Board of Trade as a "great market where, through its 1,800 members, is transacted a large part of the grain and provision business of the world."

"People will endeavor to forecast the future and to make agreements according to their prophecy. Speculation of this kind by competent men is the self-adjustment of society to the probable. Its value is well known as a means of avoiding or mitigating catastrophes, equalizing prices and providing for periods of want."

"When the Chicago Board of Trade was organized we can not doubt that it was expected to afford a market for future as well as present sales, with the necessary incidents of such a market, and while the state of Illinois allows the charter to stand we can not believe that the pits merely as places where future sales are made are forbidden by the law."

"The fact that contracts are satisfied by setoffs and by the payment of difference detracts in no degree from the good faith of the parties, and if the parties know when they make such contracts that they are very likely to have a chance to satisfy them in that way and intend to make use of it that fact is perfectly consistent with a serious business purpose and an intent that the contract shall mean what it says."

"It seems to us an unlikely and extraordinary proposition that the dealings which give its character to the great market for future sales in this country are to be regarded as mere 'wagers or as pretended buying or selling,' without any intention of receiving and paying for the property bought or of delivering the property sold, within the meaning of the Illinois act."

"The sales in the pits are not pretended, but are meant and supposed to be binding. A setoff is in legal effect a delivery."

"Even admitting that the Board of Trade does maintain a place where unlawful transactions are permitted, it does not follow that it should not be protected in this suit. The board has 'the right to keep the work which it has done or paid for doing to itself.'"

Mathematical speculators call attention to the fact that the lowest price of July wheat last year was made near the end of April, on the 26th. This year the lowest price was made Apr. 29, 81¾ cents, exactly the same. The argument that an advance is to follow is unsound; it is merely a coincidence.

A real manipulator makes the houses he trades through carry him, and in a measure, become co-partners in working for the success of the manipulation. To call a manipulator for margins when he don't want to be called, places the grain house on the black list. The plunger takes chances himself and makes all through whom he does business carry part of the risk. It is right that plungers should carry their own burden, put up their own margins and assume the whole risk they create, without involving many.—Modern Miller.

Patents Granted

Muffler. No. 788,242. Wm. W. Broga, Springfield, Mass.

Gas and Oil Engine. No. 788,748. Aug. F. Bauer, Kansas City, Mo.

Gas Engine. No. 788,579. Walram S. Browne, New York, N. Y.

Gas Engine Starter. No. 787,918. Noble W. Hartman, Toledo, O.

Gas Engine Governor. No. 789,027. Thomas B. Jeffrey, Kenosha, Wis.

Crude Oil Engine. No. 788,057. Dudley R. Morrison, Hartford City, Ind.

Igniter for Gasoline Engines. No. 788,732. Jos. P. Seaton, North Birmingham, Ala.

Explosive Engine. No. 787,925. Rawson H. Layton and John E. Pfeffer, South Bend, Ind.

Internal Combustion Engine. No. 788,402. Friedrich A. Haselwander, Mannheim, Germany.

Combined Muffler and Flywheel for Engines. No. 788,972. Wm. C. Weatherholt, Fenton, Mich.

Reversing Gear for Explosive Engines. No. 788,594. Willis J. Perkins, Grand Rapids, Mich.

Combined Throttle and Governor for Explosion Engines. No. 788,929. Ogden Minton, New York, N. Y.

Muffler. No. 788,313. Frank J. Hecht, New York, N. Y., assignor of 1/2 to Michael Hecht, New York.

Electric Sparking Device for Explosive Engines. No. 788,253. Chas. S. Dutton, Perth Amboy, N. J.

Cooling Tank for Internal Combustion Engines. No. 789,079. Lewis Brandenburg and Chas. N. Hiester, Portland, Ind.

Sparker for Explosive Engines. No. 788,868. Geo. A. West, Buffalo, N. Y., assignor of 1/4 to Austin M. West, Buffalo.

Internal Combustion Engine. No. 789,047. Ludwig Mertens, Charlottenburg, Germany, assignor to Abbe Engineering Co., New York, N. Y.

Starting Means for Explosive Engines. No. 788,595. Henry J. Podlesack, Chicago, Ill. assignor to International Harvester Co., Chicago.

Operating Device for Valves of Internal Combustion Engines. No. 788,496. John W. Seal, Hammersmith, Eng., assignor of 2-3 to John Bernard, Langford, England.

Car Starter. No. 788,560. (see cut) Stephen Smith, Jr., and Geo. S. Griffin, Horsecreek, Ala. The starter has a hook member to rest on the axle, and a lever member, the enlarged gripping head of which engages the wheel tread.

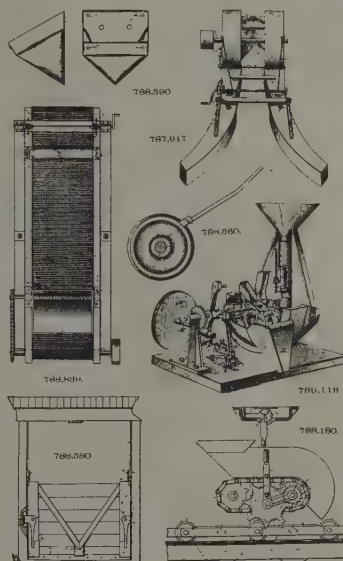
Distributing Device. No. 787,917. (see cut) Henry P. Harpstrite, Maroa, Ill. A pair of fans have a receiving hopper interposed between them and discharge thru a pair of spouts flexibly connected to the fan casings. The fans are adjustable laterally and vertically.

Car Door. No. 788,580. (see cut) Wm. J. Cocklin, Rising City, Neb. Secured to each vertical edge of the door are two angle flanges, the angle of the

web extending outward being slotted. The heads of two locking levers extend thru the slots and work within a pocket.

Conveyor Loading Device. No. 788,180. (see cut) Freeman R. Willson, Jr., Columbus, O., assignor to Jos. A. Jeffrey, Columbus. Between the loading chute and the conveyor buckets is an endless carrier, the plates of which form a cut-off floor upon which rests the material. The pulleys on the conveyor buckets engage a cogwheel giving the plates a step by step movement.

Elevator Bucket. No. 788,590. (see cut) Georg Nickel, Geislingen, Germany, assignor to Albert F. Dietz, New Salem, N. D. The lower portion of the bucket, when inverted, has the form of a pyramid, while the upper portion has substantially vertical sides, whereby the fill-



ing and emptying is accomplished with a minimum amount of energy. The bucket is constructed of a single blank.

Machine for Grading Grain. No. 788,839. (see cut) Alexander P. MacDonald, Chicago, Ill. A series of superposed endless grain separating aprons are disposed longitudinally in a frame in offset relation, the aprons being provided with pockets in their grain-receiving surfaces of gradually increasing size from the top of the series to the bottom. Across the topmost apron is the feed hopper.

Seed Measuring Machine. No. 789,116. (see cut) Wm. Brough, Baltimore, Md., assignor to Burt Machine Co., of Delaware. From the elevated hopper the seed passes thru a feed tube containing an agitator into a semi-circular receptacle. Here the seed is scooped up by a number of buckets having spring lips and mounted radially on a shaft. The hub of the buckets is provided with a recess in which enters a carrier to receive the discharge from the buckets and fill the bags.

France has slightly reduced its area of winter wheat. In 1904 the area of winter wheat in the 10 principal regions was 15,920,703 acres; while for the crop of 1905 15,660,936 has been sown. The acreage of winter oats has decreased 78,000 acres, but most of the oats will be spring sown.

Durable Wire Rope Co.

Grain Shovel Ropes

Car Haul Ropes

JUPITER TRANSMISSION ROPES

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Cover's Dust Protectors

Rubber Protectors, \$2.00
Metal 1.50

Sent postpaid on receipt of price; or on trial to responsible parties. Have automatic valves and fine sponges

H. S. COVER

153 Park St. South Bend, Ind.

HOMESEEEKERS' EXCURSION

Via Chicago Great Western Railway to points in Minnesota, North and South Dakota and the Canadian Northwest. Tickets on sale May 9th, 23rd and 30th and June 13th and 27th. For further information apply to F. P. Lasier, City Passenger and Ticket Agent, 115 Adams St., Chicago.

Castle Inn Buffalo



Opposite McKinley Monument

The only first class American Plan

Hotel conveniently situated in the City.

Hot and Cold Water in every Room.

Table strictly first class.

Rates \$2.00 per day up.

LOW RATES TO PORTLAND, ORE., VIA CHICAGO GREAT WESTERN RY.

Tickets on sale frequently, beginning May 23rd till Sept. 29th. Also very low rates to Seattle, Tacoma, Bellingham and Everett, Wash., Victoria and Vancouver, B. C., and San Francisco, Los Angeles and San Diego, Cal. For low rates, dates of sale and other information apply to F. P. Lasier, City Passenger and Ticket Agent, 115 Adams St., Chicago.

Grain Carriers

Reciprocal demurrage means it's a poor rule that don't work both ways.

An extension of 60 miles from Centuria to Herrin, Ill., is to be built by the C., B. & Q. R. R.

The first boat to leave Fort William, Ont., this season was the steamer Midland Queen, Apr. 25, with a full cargo of wheat for Goderich.

Trains are to be running Oct. 1 on the extension of the C., M. & St. P. Railroad from Armour, S. D., to connect with the Iowa & Dakota division at White Lake.

Three different routes will be surveyed for the contemplated extension of the Des Moines, Iowa Falls & Northern from Iowa Falls, Ia., to Minneapolis, Minn.

The contract has been let for the building of the Big Four line from Danville, Ill., to Hartsdale, Ind., 100 miles, entrance to Chicago to be made over the Indiana Harbor road.

Grain rates from Chicago have fallen to 1 cent. The quantity of grain offered for shipment is small; and line steamers are taking the grain to fill out cargoes on their regular trips.

E. P. Bacon has made a written request to the senate committee on interstate commerce for a hearing of prominent shippers. Senator Elkins seems to have decided to hear railroad attorneys only.

The Elbert H. Gary, recently launched, is the first of four steamers of the same size built this spring. The Gary is the largest lake steamer, 569 ft. long, 56 ft. beam, and can carry 15,000 tons on 22 ft. draft.

J. J. Hill, pres. of the Great Northern road, states that when the Panama Canal is completed he will make rail rates so low that people will wonder why they ever were so foolish as to authorize the construction of the canal.

The Missouri railroad commission has completed its tabulation of freight rates to go into effect June 17 under the maximum rate bill. On grain the rate is 5 cents per 100 pounds for 25 miles and ½ cent added for each additional 25 miles.

I join Mr. Prouty in his admonition that the greatest aid, the most efficient help, to the socialistic movement that seems to be spreading over the country, are the men who, having possessed themselves of power and wealth through corporations, refuse to submit to just regulation and control. Let me ask you, my railroad friends, not to balk, not to obstruct, not to be content to find fault; but to join those who intend to be fair, in formulating in this matter a specific proposal that will meet the just demands and expectations of the country. Now is your hour—will you not rise to its responsibilities?—Judge P. S. Grosscup.

Rates on oats from Chicago to all Atlantic seaboard points were reduced by the Central Traffic Assn. at a meeting at Chicago May 5. The reduction is 1 cent on export and 2½ cents on domestic shipments. The new rates are: Corn and oats, domestic—Chicago to New

York, 15 cents; to Boston, 17½ cents; to Philadelphia, 13 cents; and to Baltimore, 12½ cents. Corn and oats, export—Chicago to New York, 12½ cents; to Boston, 12½ cents; to Philadelphia, 11½ cents; and to Baltimore, 11 cents. Corn and oats products, export—Chicago to New York, 14 cents; to Boston, 14 cents; to Philadelphia, 12 cents; and to Baltimore, 11 cents.

Junius S. Smith, lake weighmaster for the Buffalo Chamber of Commerce, has replied tartly to Capt. Jas. B. Foote, marine supt. of the Canadian Lake & Ocean Navigation Co., who stated that the shortages are doubtless the mistakes of the weighmasters. Referring to four very large discrepancies Mr. Smith says "The house where the boats loaded is so constructed that after the grain is weighed it may go elsewhere than to the boat. We know that this occurred on two of them. I am told that on another the weighmaster's department was entirely blameless in the matter, and the fourth was a Canadian craft, doubtless settled there in some way. I did not have her work."

Milling in transit is not a privilege to which shippers are entitled as a matter of right, said the Interstate Commerce Commission Apr. 19, in disposing of the complaint of Koch Bros., millers of Harrisburg, Pa., against the Pennsylvania Railroad. Paying the local rate from Harrisburg to Philadelphia, Koch Bros. found themselves unable to compete with western millers who enjoyed the thru rate. The Commission feels that, considering the Pennsylvania system as a single line, the granting of transit milling west of Pittsburgh and denying it to millers at Harrisburg is not necessarily unlawful, because conditions on that line in Ohio and Indiana may be very different from conditions in eastern Pennsylvania, and it does not follow that the allowance of transit privileges in the former territory requires as a matter of law the like allowance in the latter territory;

but such differences have not been shown, nor their bearing explained, by the testimony in this proceeding, and upon the meager and incomplete facts now appearing, the commission is not warranted in making a decision which, in principle, if complainant's contention is well founded, would involve a general extension of transit privileges into a large territory where heretofore such privileges have not been allowed. The case has been continued.

Pranks on 'Change.

Messenger boys on every grain Exchange are permitted to indulge in a quiet joke now and then without any great protest from strait-laced members. The Minneapolis Exchange has had two very amusing instances accredited to its messenger boys recently. It is the practice of the boys to initiate all new comers to the force and accordingly one of the new boys recently was told to ring the gong whenever he entered the trading room as that was necessary to register him in. His first entrance into the room was followed by a vigorous clanging of the gong. The pit traders and the crowd around the cash tables were dumbfounded, but as soon as the cause was made clear, every one had a good laugh.

Another new boy was recently told to "Hurry, and get the skimmer." He was sent from one place to another until finally some one took pity on him and gave him the top of an old radiator which was very heavy. The boy dragged it along the hall until he met a tall lumber jack, who considered it an outrage and a shame to make a young boy lug such a heavy load. So after much effort he got under the iron and carried it to where the boy was instructed to deliver it. It required five boys to get that iron back to its proper place.

America is furnishing about 90 per cent of the world's total shipments of corn.



Stuffing Him.—Minneapolis Journal.

Supply Trade

The Foos Mfg. Co. and Jas. Leffel & Co. joined in extending courtesies to the Ohio State Millers Assn. at their recent convention at Springfield, O.

D. H. Cramer, elevator builder of Omaha, Neb., reports prospects for new elevators more promising than for any year during his 21 years in the business.

Get down to your subject—fill up on it—bubble over with information about the goods you're going to exploit—know everything about them there is to know; result: copy that will convince.—*Printers Ink.*

Advertising strikes twelve all over the country at the same minute. No sales organization is equal to the task of selling your goods in every part of the country at the same time. That sort of representation, however, is precisely what you need.

The Perfection Grain Drier will hereafter be manufactured and installed by the Weller Mfg. Co., who can be depended upon to supply good machines and live up to their contracts. No one else has any authority to supply these driers.—*Tweeddale & Harvey, patentees.*

The Supreme Court of New York on Mar. 21 decided in case of Stumpf vs. Merz that one who at the end of three months ordered his advertisement stopped committed a breach of the contract, which was for a year, and that the publisher was warranted in treating the contract as at an end and to recover for the loss of profits on the part he was not permitted to perform.

William E. Smith, selling agent for the Richardson Scale Co., has admitted his son, Willard B. Smith, to a full partnership in the business, and it will be conducted hereafter by the new firm of Smith & Smith. Smith & Smith have been appointed manufacturers agents for the New Era Passenger Elevator, and also have been appointed sole agents in Chicago for the Hall Distributor Co.

The Richardson Scale Co. has largely increased its manufacturing facilities; and, with increased demand has reduced its prices on special elevator scales about 20 per cent. The new factory now being built at Passaic, N. J., will be in running order about July 1. Sales of Richardson Scales thru the Chicago office have amounted to \$11,000 during March and April. The office of the company has been removed to suite 1101 in the new Rector bldg., 122 Monroe street, Chicago. Smith & Smith, selling agents, report sale of 5 machines in one day.

Joseph B. Martin, long recognized as one of the most expert men identified with the manufacture of grain cleaning machinery, died Apr. 19 from the after effects of an operation. Mr. Martin was born at Cleveland, O., in 1844, and when a young man went to Silver Creek, N. Y., where he became superintendent and traveling representative of the old firm of Howes & Babcock, and continued to be connected with the Eureka shops for 30 years, where his skill as an inventor sustained by Mr. Howes' determination to employ the best workmanship, kept the firm in the front. In 1894 Mr. Mar-

tin went to the Monitor shops of the Huntley Mfg. Co., but after two years was induced to return to the S. Howes Co., which in the meantime had passed into the control of Mr. Barbeau. Differences of opinion as to the proper construction of the machines soon developed and after a year Mr. Martin severed his connection. About five years ago Mr. Martin entered the employ of the Invincible Grain Cleaner Co., which has been greatly benefited by his expert advice, and whose representative he was in Ohio and Michigan. A stroke of paralysis last year compelled his retirement Jan. 1. After the operation which was performed Apr. 1 Mr. Martin rallied and it was that he would recover; but he suffered intensely and on account of his advanced age began to decline. Mr. Martin was highly respected as a man. He was generous and whole-souled and made friends wherever he went. As a tribute to his memory on the day of the burial all the factories of Silver Creek were closed.

For months I have persistently predicted that May oats would sell under 30c. They sold at 29c this week. I might rest content, but believing they will sell still lower, no matter what corn does, I would advise sales of oats on any advance.—*Edward G. Heeman.*

K. D. Keilholtz.

Kenton D. Keilholtz, who was recently elected to membership in the Toledo Produce Exchange, enjoys the merited distinction of being the youngest member ever elected to that body. He is not 22 years of age. Keilholtz is an active trader on the floor of the local Exchange, being cashier for E. L. Southworth & Co.

At the age of 15 the young man owned and successfully conducted a news agency. Disposing of this, he took a commercial course, fitting himself for a subordinate position as cashier with the Southworth people, rising gradually to his present position. When E. L. Southworth was elected to the position of president of the Exchange last January, he conferred upon Mr. Keilholtz a life membership with all incidentals paid.



Kenton D. Keilholtz, Toledo, O.

Security Envelope Co.'s Metal Clasp Flour and Grain Envelopes

Best on the Market

More of this style used than all others combined. Write us for prices.

MINNEAPOLIS, MINN.



The Minster Machine Company, Minster, Ohio

Mfrs. of the Minster Friction Clutch Pulley Friction Cut Off Couplings; Friction Clutches with extended sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.

SPEAR MAILING ENVELOPES

will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made, costs no more than others.

WRITE FOR SAMPLES AND PRICES

Heywood Mfg. Co., Minneapolis, Minn.



TRIUMPH POWER

CORN SHELLE

CO. BARTLETT & SNOW CO. CLEVELAND O.

SUCCESS

You know you should not make a Success in the Grain business if you had not spent years studying it and yet you attempt to trade in the options and in Stocks without knowing ALL about it.

We give up all of our time to studying the markets and market conditions. You ought to know us and our methods.

Our book Success will explain our ideas. It will cost you only the time in which to read it. Send for it today.

Market Chart Co.,

910-255 La Salle St.,

Chicago, Ill.

Est. 1900.

Inc. 1902.

HOMESEEKERS EXCURSION VIA

CHICAGO GREAT WESTERN RY.

To points in Arizona, Arkansas, Assiniboia, British Columbia, Canadian Northwest, Colorado, Idaho, Indian Territory, Iowa, Kansas, Manitoba, Mexico, Minnesota, Missouri, Montana, Nebraska, Nevada, New Mexico, North and South Dakota, Oregon, Texas, Washington and Wyoming at greatly reduced rates for the round trip. Tickets on sale May 2nd and 16th and June 6th and 20th. For further information apply to F. P. Lasier, City Passenger and Ticket Agent, 115 Adams St., Chicago.

Fires Caused by Gas Engine Exhausts.

BY C. A. M'COTTER.

It has been demonstrated repeatedly that a continued stream of heat blown against wood or other inflammable material, will decompose the substance to the igniting point and cause a fire. This has been particularly noticeable in dry kilns or heating plants using a powerful fan. It also has been discovered that it needs attention in the case of exhaust pipes for gas or gasoline engines.

At Eau Claire, Wis., the elevator owners extended the exhaust pipe into a wood-lined well in order to deaden the noise of the discharge of the explosion. This was used for years until one day last February the wood lining was discovered on fire, requiring a call of the fire department.

Last March, at a country elevator in Illinois, it was found the exhaust pipe discharged on to some cobs, and the blast of hot air ignited them. The fire was put out by buckets of water kept in the elevator.

The danger of the exhaust pipe in contact with wood, is the same as steam pipes against wood. The heat of a steam pipe may not be great when in contact with wood; but, to the extent that the wood prevents the radiating away of the heat, there develops what is termed accumulative heat. This is illustrated in the ordinary incandescent electric bulb. This can be grasped in the hand with no inconvenience, but the longer held, the more difficult it is to stand the accumulative heat. For this reason, the exhaust pipe, when it passes through the frame side of building or in contact with wood, should have the woodwork cut away.

Circulating Pump for Cooling Engine Cylinders.

Grain dealers who have experienced trouble from freezing of water used for cooling cylinder of their gasoline engine will be gratified to know that thru a new arrangement of a pump, the water can be kept circulating about the cylinder of the gasoline engine and permitted to run back into the tank underground before the cylinder cools.

A common pump cylinder is used and set low enuf to be under the water, it requires no priming. It can be used in an ordinary cooling water tank set into the ground or to pump the water from a well or cistern. Being underground the water cools quick in summer and does not freeze in winter. When the engine starts

it works the pump. When the engine stops the water runs back thru the vent hole in the pipe draining the engine cylinder and all the pipes above ground. There is absolutely nothing to forget and the user is guaranteed against a broken cylinder from freezing or a burned cylinder from lack of water.

The device is manufactured by the Lennox Machine Co.

Gas Engine Starter.

The gas engine starter illustrated in the engraving herewith employs superheated air under high pressure to give the engine its initial impulse. The device is so simple that it is adaptable to any gas engine.

In the engraving 1 is the gas engine cylinder head; 2, the piston; 3, a tube discharging into the explosion end of the

its outward stroke, valve 5 is turned about 1-6 to exhaust.

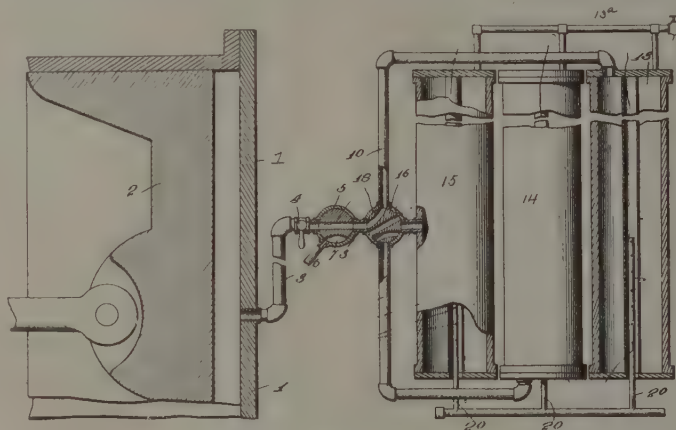
Should the engine fail to start valve 16 is turned to communicate with tank 15. After a second failure tank 14 is still available by turning the valve 16 farther round. With the high pressure no failure need be anticipated. The gas pipes 20 are only to supply the heating burners and have no connection with the gas supply of the engine cylinder.

Reuben A. Mitchell and Lester L. Lewis of Oil City, Pa., have recently been granted letters patent, No. 787,341, on the compressed hot air starter.

Fuel Economy of Gasoline Engines.

BY G. T. STRITE.

Two important points in the fuel economy on the four cycle or hit and miss



Gas Engine Starter.

cylinder; 4, an ordinary hand-operated plug valve; 5, an exhaust valve; 6, the exhaust port; 7, the exhaust passage; 16, a third valve communicating with air cylinders 13, 14, 15; 13a, pipe supplying compressed air to the tanks; and 20, gas supply to burners.

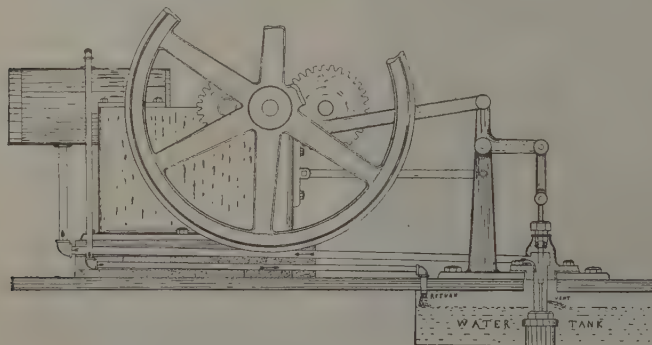
An air pressure of about 100 pounds per square inch is maintained in the tanks, which are comparatively small; and, before starting, the burner in the center of each tank is lighted, the heat causing the air pressure to rise to about 700 pounds per square inch. To start, the valve 4 is given a quick turn, giving the air a free passage from tank 13, thru pipe 10 and valves 16 and 5, into the cylinder. When the piston has completed

type of gas or gasoline engines is the setting of the regulator valve or gasoline valve, and the time of ignition. Too much gasoline is more detrimental and wasteful of fuel than not enough.

In general practice the best way to find the most economical point is to shut off the feed slowly until the engine begins occasionally to miss an explosion, then turn on just enough oil so that the engine will not miss any explosion when it takes in air and gasoline, or in other words, run your engine with just as little fuel as possible, and not miss explosions.

Too much oil will cause the engine to smoke through the exhaust pipe, and will also cause it to miss an explosion occasionally, and it will not give near as much power as when running with the proper amount of fuel. When you find the best point for the regulator valve take out your watch and count the number of explosions the engine makes per minute, then set your igniter further ahead or advance your spark and count the number of explosions per minute, if the engine is running with a less number of explosions set it still further ahead until you get the least possible number of explosions per minute, if when you advance the igniter first it does not reduce the number of explosions per minute then set the igniter further back and see if this will reduce your explosions.

By little practice in this way you will soon discover the most economical point of ignition, which is, when your engine



Pump for Circulating Water About Engine Cylinder.

will run with the fewest possible explosions per minute. It is generally better to set the igniter as above stated when the engine is running idle, or it can be done when the engine is running on a steady load. In some makes of engines, the time of ignition can be changed when the engine is running, while on others it can not be changed without stopping the engine. The higher speed the engine is running, the farther the spark should be advanced, and the slower speed the engine run, the slower the time of ignition. The higher speed the engine runs the more explosion it will take to keep the engine in motion so there is no definite point where the igniter can be set to apply to all engines, as this will vary on different engines and also at different speeds.

Suppose an engine with the regulator valve properly set will give the best results with five drops of gasoline for each explosion, the igniter is not timed properly and the engine is making 50 explosions per minute, when by timing the igniter properly the engine will run on 25 explosions per minute and will save one-half of the gasoline. Also if five drops of gasoline is a proper amount for each explosion, give the engine ten drops and you will be using twice the gasoline necessary for each explosion and you will be making more explosions per minute to develop the same power which will more than double the amount of gasoline used.

I once called a man's attention to his engine not running just right, and told him I thought he was using too much oil. He told me that the valve was set on the same mark where the expert had told him to set it four years before. He said the expert told him the engine must run on this certain point and he had never changed it. Nearly every engine made will run with a little less oil after the engine has been run a few months, and the regulator valve does not need to be open quite so far. This valve can also be varied on different grades of gasoline and also different conditions of the at-

mosphere. It is a good plan to get in the habit of timing the explosions of your engine every few days; it only takes a minute and it will save you dollars. The two main points in the fuel consumption of a gasoline engine is:

First, run your engine with as little oil as possible without missing an explosion, when the engine takes in a charge;

Second, set your igniter so as to get the greatest possible amount of power for each explosion.

Books Received

REPORT OF THE KANSAS BOARD OF AGRI. for the quarter ending March has just been issued by F. D. Coburn, secy., Topeka, Kan.

DIRECTIONS FOR BREEDING CORN, including methods for the prevention of inbreeding, are presented in Bulletin No. 100 of the University of Illinois Agri. Exp. Sta., by C. G. Hopkins, L. H. Smith and E. M. East.

CINCINNATI PRICE CURRENT STATISTICAL ANNUAL for 1905 is, as usual, replete with grain trade and provision statistics, crop facts and figures. The compilation extends back for years and is invaluable to those in the provision trade. By Chas. B. Murray, editor the Price Current, Cincinnati, O. Paper cover, 42 pages, price 25 cents.

The Uintah Indian Reservation of Utah will be thrown open for settlement Sept. 1. The 2,000,000 acres thus available are best reached over the Denver & Rio Grande Railroad to Mack, Colo.

The National Good Roads Assn. and the Burlington and Northern Pacific roads ran a good roads special train leaving Chicago May 3, to visit 50 of the principal cities of the west.

Japan will levy a war tax on flour after July 1. Exporters are planning to land immense quantities in advance; and the rush from the Pacific Coast already has begun. It is estimated that 200,000 bbls. will leave Seattle and Tacoma by June 1.

THE RIGHT PLACE

for a location for any line of business is in the

Right Town on the Right Road



The Chicago Great Western Railway

Unusual openings for General Merchandise, Hardware, Furniture and Implement stores. Full particulars upon application to

EDWIN B. MAGILL, Manager
Townsite Department

C. G. W. Ry. Paxton Block, Omaha, Neb.

"Town Talk" tells townsite tales tersely and truthfully.
Sample copy sent for two cent stamp.

MONON ROUTE

Four Trains Daily

between Chicago, Indianapolis, Cincinnati and the South, via Monon Route and C. H. & D.

Two Trains Daily

between Chicago, Louisville and West Baden and French Lick Springs.

Three Trains

Chicago to LaFayette.

Parlor Cars on Day Trains,
Palace Sleeping and Compartment Cars on Night Trains.

FRANK J. REED,
Gen. Pass. Agt.,
CHICAGO.

CHAS. H. ROCKWELL,
Traffic Manager.

EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the

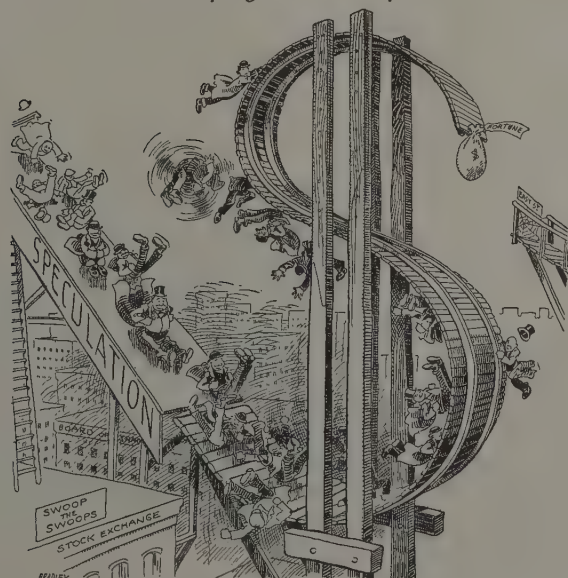


We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

M. SCHULTER
INDUSTRIAL COMMISSIONER
Frisco Building ST. LOUIS, MO.

Swooping the Swoops.



The Start is Exhilarating but the Finish Lonesome.—Chicago Daily News.

Supreme Court Decisions

A newspaper report of the market price of corporate stock is not admissible to prove the price of the stock unless it is shown how the report is made up.—*Bunte v. Schumann*, Supreme Court of New York. 92 N. Y. Supp. 806.

A shipper of freight has no right to have a car diverted en route from the destination provided in the bill of lading to another, without paying a reasonable charge therefor.—*Carr v. Pennsylvania R. Co.* Supreme Court of New York. 92 N. Y. Supp. 799.

Where a bill of lading provides for an inspection of the goods by the consignee, if the original contract does not so provide the consignee may rely on it as to the warranty of the quality of the goods.—*Marlboro Wholesale Grocery Co. v. Brooke*, Supreme Court of South Carolina. 50 S. E. 186.

The bankrupt having lost his membership when the title to his seat vested in the trustee, it was no objection to the transfer that it was equivalent to resignation of the holder's personal membership in the exchange.—*In re Hurlbutt, Hatch & Co.* Circuit Court of Appeals, Second Circuit. 135 Fed. 504.

Where an award under a common-law arbitration is established by a party to a controversy in an action involving the same subject-matter, the burden is then on the adverse party to show facts that would relieve him from its legal effect.—*Ridgill Bros. v. Dupree*, Court of Civil Appeals of Texas. 85 S. W. 1166.

In an action against a railroad company for the nondelivery of goods shipped over its line, the burden is on the defendant to plead and prove any special agreement it may have, limiting its liability as a common carrier.—*Chicago Great Western Ry. Co. v. Dunlap*, Supreme Court of Kansas. 80 Pac. 34.

A carrier, after placing a car load of grain on a spur track to be unloaded, and directing the consignee that it is ready for delivery, is liable for injuries to the consignee's team and wagon standing by the car in being run over by a locomotive on a side track.—*Bachant v. Boston & M. R. Co.* Supreme Judicial Court of Massachusetts. 73 N. E. 642.

Under Railroad Law, sec. 12 (Laws 1890, p. 1087, c. 565), requiring intersecting railroads to receive from each other and forward to their destination "goods, merchandise and other property," such railroads must receive cars and freight from each other, and transport the same.—*Hudson Valley Ry. Co. v. Boston & M. R. R.* Supreme Court of New York. 92 N. Y. Supp. 928.

When the validity of a contract of sale for future delivery is involved, and it is shown that in numerous other and similar transactions no deliveries were made, but that settlements were made upon differences in market quotations, the person relying upon the validity of such a contract must make it satisfactorily and affirmatively appear that the contract was made with a view to actual delivery.—*Beidler & Robinson Lumber Co. v. Coe Commission Co.* Supreme Court of North Dakota. 102 N. W. 880.

Where plaintiff's agent induced him to have a purchase of wheat, which the agent had made on his own account, transferred to him, and to deposit a stock certificate as security for margins, the right of the broker to retain the stock certificate was not affected by misrepresentations of the agent to plaintiff as to the price at which he had purchased the wheat.—*Hocomb v. Kempner*, Supreme Court of Illinois. 73 N. E. 740.

Where goods are consigned to a factor for the account of plaintiff, the proceeds to be applied to a debt of the shipper to plaintiff for a certain amount, and the factor applies the proceeds to the payment of the debt, he is entitled, on further shipments on the same account, to apply the proceeds to his own benefit, or to that of others for whom he is agent, on debts due by the consignor.—*Norwood v. H. L. Laws & Co.*, Supreme Court of Louisiana. 37 South. 764.

A contract for the sale of grain or other property to be delivered at a future date is valid only when the parties really intend and agree that the property is to be delivered by the seller and paid for by the buyer at the contract price. If the real intent is not to deliver, but to settle upon the difference in market quotations, the transaction is a mere wager, and is void.—*Beidler & Robinson Lumber Co. v. Coe Commission Co.* Supreme Court of North Dakota. 102 N. W. 880.

After breach of a contract of sale an agreement to cancel the contract and waive performance must be supported by a consideration moving from the party in default in order to sustain it. Where, in an action for breach of contract, defendant claimed that the contract had been rescinded, the burden was on him to prove such rescission by a preponderance of the evidence.—*F. W. Brockman Commission Co. v. Kilbourne*, St. Louis Court of Appeals, Missouri. 86 S. W. 275.

A cash sale of cotton delivered on Saturday is not converted into a credit sale because, on the Monday following, the commission merchant receives a check for the purchase money, deposits the same in bank, draws against the account thus increased, and marks the bill "Paid." If in such a cash sale the check is deposited in the drawee's bank, and dishonored on the day following when presented through the clearing house, the title of the commission merchant to the cotton, by the terms of Civ. Code 1895, sec. 3546, is good as against the purchaser, the railroad to whom it is delivered, and the bona fide holder of the bill of lading.—*Charleston & W. C. Ry. Co. v. Pope & Fleming*, Supreme Court of Georgia. 50 S. E. 374.

A contract for the sale of grass growing upon the land of the seller, to be cut and removed by the buyer, he to pay a stated price per acre, is one for the sale of an interest in real estate, within the meaning of the statute of frauds, and cannot be enforced unless evidenced by a memorandum in writing. The cutting of a portion of the grass by the purchaser at a stated expense is not a sufficient part performance to take such a contract out of the statute. So far as relates to any part of the grass not already cut, the landowner may revoke the license granted by such a contract to the purchaser to enter upon the land and cut and remove the grass without incurring any liability to him for damages.—*Ross v. Cook*, Supreme Court of Kansas. 80 Pac. 38.

Plaintiff directed defendant, as a stockbroker, to make certain purchases and sales of stock on margins, believing the transaction to be one of legitimate brokerage; but defendant neither bought nor sold stocks, either for plaintiff or other customers, but merely carried on his business by a system of bookkeeping by which he charged sales by one person against purchases by another, charging commission to both and interest on balances. Held, that the transaction was illegal and void, and that plaintiff was entitled to recover the amount deposited with defendant as margins, with interest.—*Haight v. Haight & Freese Co.* Supreme Court of New York. 92 N. Y. Supp. 934.

Decision of Kansas Arbitration Committee.

Decision of the Arbitration Committee of the Kansas Grain Dealers Assn. in the controversy between D. C. O'Neil of Axtell, Kan., and the Beall Grain Company of Kansas City, Mo.

There were three separate and distinct contracts with which this controversy is connected. The three different questions involved are:

First, The quantity of grain required to fill the first contract.

Second, The quantity unshipped.

Third, The market difference on the unshipped portion.

The evidence introduced shows that the transactions were made by telephone and subject to shipper's certified weights, and that each separate transaction was confirmed by the buyer the same day in which it was made. That in each and every instance the buyer understood that he had purchased a certain number of bushels; that the seller accepted each and all of these confirmations without comment or objection until after all grain had been shipped, and he had been requested to complete his contract. That he then claimed that in the first contract he sold a certain number of cars, instead of a certain number of bushels.

That on each and all of his invoices, shipper failed to specify on which contract shipment was supposed to apply, or complete. That on receipt of buyer's request for immediate shipment of the balance due on contract, the seller, under date of February 4th, positively refuses "to put any more grain in on this trade." That the Beall Gr. Co. prolonged the correspondence and made no claim for the unshipped portion until Feb. 24th, which was subsequent to an advance of several cents per bushel.

Inasmuch as the price was the same in each of these three contracts it is impossible for this Committee to determine from shipper's invoices anything as to what his understandings or intentions were.

Therefore, it is the decision of the committee,

First—That inasmuch as the seller neglected to confirm his contracts or offer any objection to the confirmations which he received from the buyer, the number of bushels (2000) as confirmed by the buyer, instead of the number of cars (2) as later claimed by the seller, should determine the quantity contracted.

Second—That the total amount contracted was 8000 bushels; the total amount shipped, according to shipper's certified weights, was 7363 bushels, 12 lbs., leaving a shortage on contract of 636 bu. 44 lbs.

Third—That it was the duty of the buyer to have bought this corn in for account of the seller on February 6th, which was the date of the receipt of seller's letter positively refusing further shipments. That on February 6th the market value of the grade and kind of corn contracted was 43½ cts. per bushel, an advance of 1½ cts. per bu. over the contract price.

Fourth—That D. C. O'Neil is indebted to the Beall Grain Co. in the sum of \$11.15. Fifth—That inasmuch as the parties were at fault, the costs of this arbitration, \$6.00, shall be divided equally between them.

Respectfully submitted,

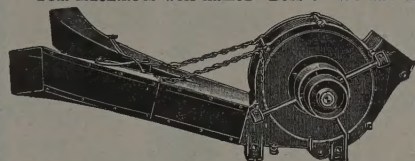
A. H. BENNETT.
J. T. WHITE.
W. A. MILLER,
Committee.

Power Car Loaders for Elevators.

PERFECT SATISFACTION

Maroa Mfg. Co., Maroa, Ill.,
Gentlemen:—We installed one of your No. 14 "Boss" loaders at this station three years ago, and it has given perfect satisfaction in every way. We can load cars very rapidly and to full capacity. The grain passes inspection alright that is loaded with the loader.

Your machine is well named "Boss". We had tried several other loaders before yours, and they did not load fast enough for us. Yours is the "Boss", it will handle the grain as fast as two elevators can handle it through twin scales.

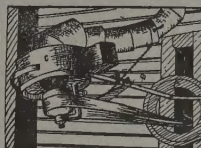


of our loaders. We make them in five sizes and will send them on trial.

MAROA MFG. CO., Maroa, Ill.

Raub, Ind., June 23, 1904.

THE CLEVELAND GRAIN CO.,
By J. L. Portens, Mgr.
The above was written after the loader had been in use for three years, so there had been ample time to test it in every way. Mr. Portens' experience is the same as that of our other customers and also the same as yours will be if you get one



NELSON
Car Loaders

Are O. K.

Shipped on Trial

Write E. B. Nelson
Burchinal, Iowa
Patentee & Mfr.

If not in need of a Car Loader you need a

Nelson Flexible

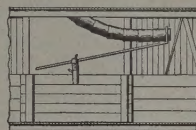
Spout Holder

Sold for \$5.00 on

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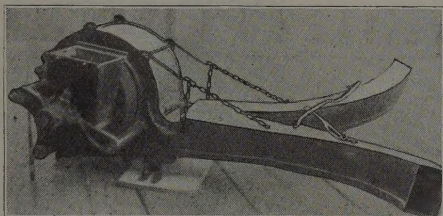
The Western Air Blast Grain Loader

Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

Write us for descriptive catalogue and testimonials, prices, etc.

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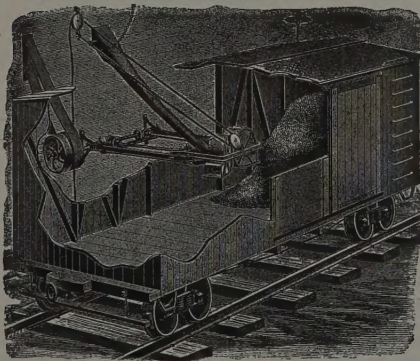
THE DAISY CAR LOADER



loads Corn and Oats on 700 revolutions. After working in a car loader factory for three years I conceived the idea that a car loader could be built to run with a slower speed and less power by taking grain into a drum which circulates once around before delivered to spouts without any bat on the grain to crack the corn. The Daisy will do this and more as it cleans and polishes the grain. Sent on trial upon request.

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Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

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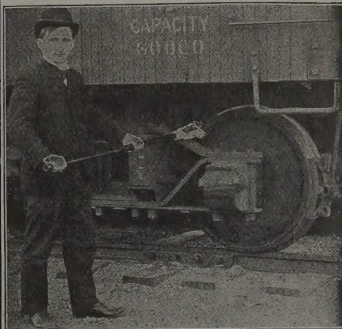
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Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

THE CONVEYOR CAR LOADER

Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

THE INCLINE ELEVATOR AND DUMP
and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc., without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

A Peculiar Fire Loss.

BY C. A. M'COTTER.

On March 24th, 1905, occurred a fire unusual in its cause and results. It happened to be a case where it was necessary for a shaft to pass through the center of a bin. To prevent the grain coming in contact with the shaft a casing was placed over it in the bin, consisting of two inch planks for the sides and a one-inch board for cover. In time, it developed the one inch board could not withstand the weight. It gave way and then the pressure of the grain sprung one of the planks into contact with an iron coupling on the shaft. While the pressure was not sufficient to make any noticeable effect on the power, it was suf-



Plank Rubbed by Shaft Causing Fire.

ficient to show that iron rubbing against wood will create a fire through friction. The wear upon the wood, by the iron, was not over three-fourths of an inch before the plank was reduced to charcoal. A photograph of section of the plank affected is reproduced herewith.

The adjuster reports that when the fire was discovered the bin was opened and the grain run into the dump. There were barrels of brine and buckets handy, which were used effectively. In fact, but for them, the building might have been a total loss.

The mixing of the burned with the good grain made a loss of over \$1000, while the damage to building was less than \$10.00—a very unusual proportion of loss between plant and grain. Full credit can be given to barrels of brine and buckets.

The lesson to be drawn from this fire is an old one, tho apparently difficult for people to learn. Wherever any kind of power is used there is friction. As a matter of economy and safety, this friction should be reduced to the least possible amount or avoided. All too often, it is found that a pulley is out of plumb and rubbing into a post or elevator leg; a belt is wearing itself to pieces in contact with a board; a bearing is clogged with dirt, so as not to take oil freely and so on through the list.

From the fact that a fire does not immediately result in each of these cases, it is assumed there is small danger. If every hazard about an elevator were the cause of a fire every time the danger developed, no insurance company could

continue business, or grain dealers dare to invest their capital. Insurance companies are not paying losses out of their own pockets, but from the premium contributions of the policyholders. The premium will always be high enough to meet the losses incurred; so that the property-owner has the making of his own insurance cost. The fire loss and the insurance cost will be reduced if every grain dealer will at once correct any wear that is found from friction.

Millers Adopt Forms For Bid and Confirmation.

At the last annual meeting of the Winter Wheat Millers League, which is composed principally of millers of Michigan, Ohio, Indiana, Kentucky and Tennessee, a committee consisting of E. H. Evans, Indianapolis, A. Mennel, Toledo and M. S. Blish, Seymour, Ind., was appointed to draft forms for postal card bid and confirmation of purchases of wheat to be used by members. The committee has recommended the following form to be used in bidding:

"We bid you for acceptance stating the number of bushels to be sold and reaching this office on above date by 9 a. m., standard time, for No. 2 Red Wheat, cents per bushel, shipment in days, subject to the following conditions:"

The conditions to be printed on the postal card are the same as those to be printed on the confirmation blank recommended by the committee, which are as follows:

The wheat is to be loaded free on board cars at seller's station, as directed, subject to terminal weights and inspection.

Acceptance for over 5,000 bus is subject to buyer's confirmation. A car load is understood to be 1,000 bus, unless otherwise stated at the time of sale. Where more or less wheat is unloaded than contract calls for, the difference shall be settled for at price buyer is bidding on day of unloading the last car on the contract.

If the wheat fails to inspect the grade stated in the contract, and is suitable for milling, it shall be applied on the contract at the market difference between such grades on day of unloading each car. Wheat rejected by buyer as unfit for milling, must be replaced by the seller with milling wheat to complete the original sale.

Drafts made against shipments must be made for not over 90 per cent of invoice value, and must be preceded by invoice, sent the date of shipment, giving car initials, car numbers, contents of each car and amount of draft. Separate drafts and bills of lading must be made for each car.

Where purchases are not shipped in contract time, the buyer has the right to extend the time of shipment, or to cancel the contract, or re-buy the wheat for seller's account in any way, and in any market deemed best by the buyer.

Acceptances received after 9 a. m. will probably be confirmed unless markets are materially lower.

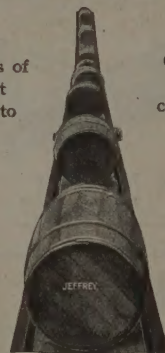
Notice is hereby given that all our purchases made at any time shall be on above terms, unless expressly stated otherwise at time of purchase.

While the recommendations of the committee have not yet been adopted, it is very likely that such action will be taken.

Leslie, Morris & Co., F. Norton Phillips and Ormison, Scott & Co., 3 of the get-rich-quick concerns affiliated with the Storey Cotton Co., and the Provident Investment Bureau, Philadelphia, suspended business Mar. 28, adding to the loss of millions suffered by a gullible public. Dividends of 48 per cent were offered.

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Contemplating establishing plants
in the West should take advantage
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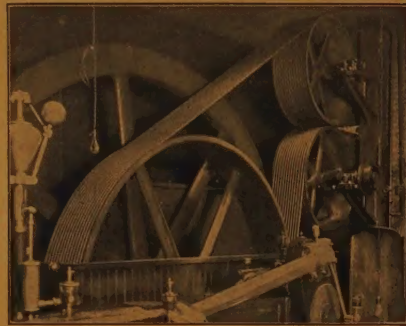
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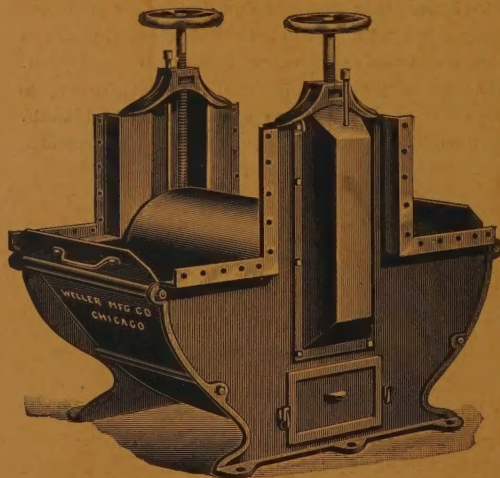
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FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners.

Price, \$1.50.

GRAIN DEALERS COMPANY

255 La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 180 pages of Record Linen Ledger Paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

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